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TRACY INDUSTRIAL AREAS SPECIFIC
PLAN. May 1988.

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1-7-20/8
[Community Development Dept.]

**TRACY INDUSTRIAL AREAS
SPECIFIC PLAN**

Prepared for the
City of Tracy

by
EDAW, Inc.


In Association With
Wilsey & Ham
DKS Associates
Bartle-Wells Associates

May 1988

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TRACY INDUSTRIAL AREAS SPECIFIC PLAN

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Dear Sir,

I have the honor to acknowledge the receipt of your letter of the 10th inst. in relation to the matter of the purchase of the land for the proposed road. I am sorry that I am unable to give you a more definite answer at this time, but the matter is being considered by the proper authorities.

1. INTRODUCTION

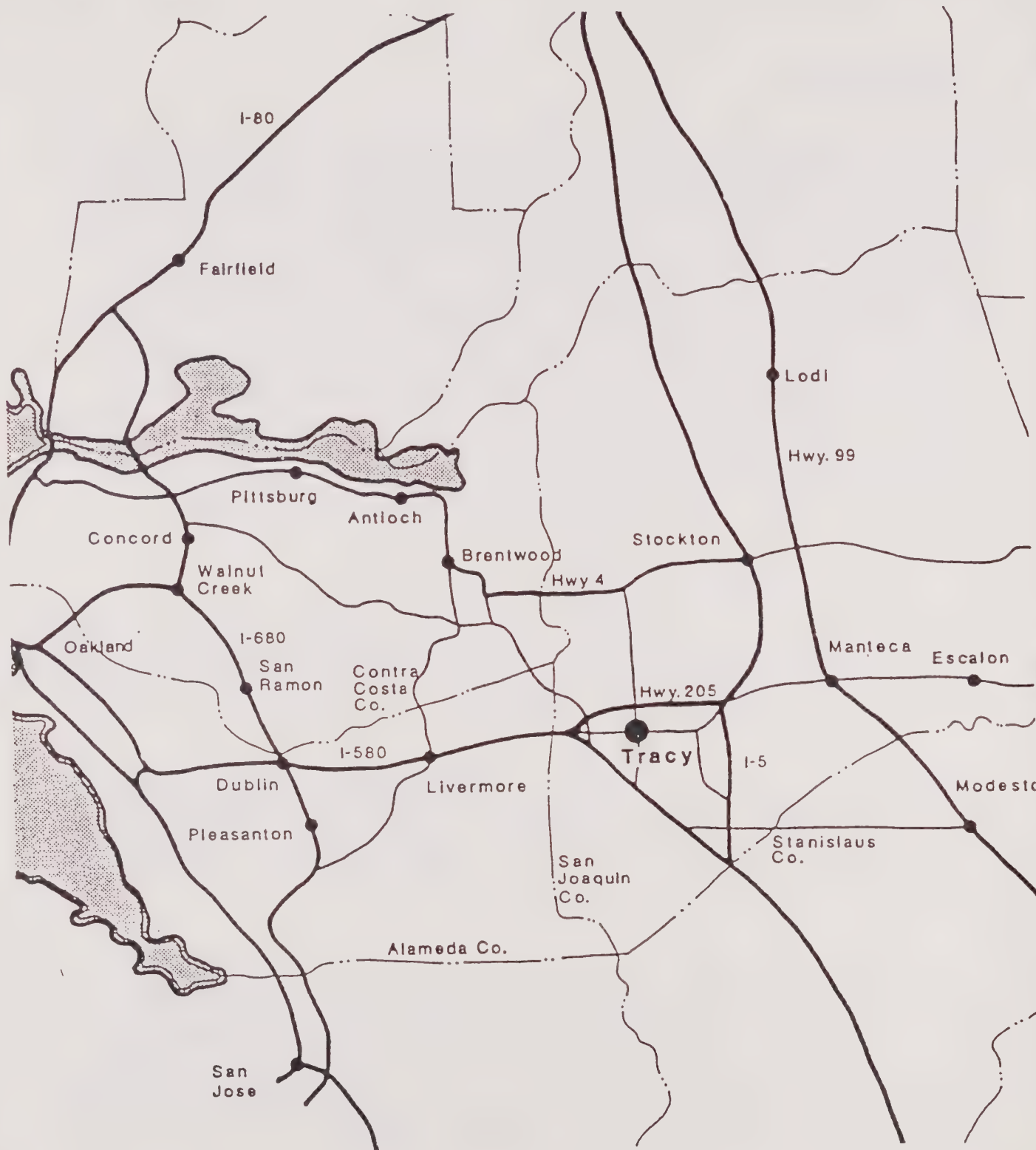
In 1982, during the process of updating the General Plan, the City of Tracy identified the land to the east and south of the City as areas to be targeted for future industrial development. These sites were chosen in order to create a buffer to further city expansion to the east where prime quality soils exist and to focus any future residential development to the west where the soil quality is not as suitable for agriculture. Land that was at that time within the County was annexed to the City and the 2,140 acre Assessment District 84-1 was created to finance sewer improvements for both the industrial and residential areas. Two specific plans were then proposed for the expansion areas as a mechanism to prepare two comprehensive land use programs, coordinate the development plans of the individual property owners, and provide a strategy for constructing essential public improvements. This document provides design guidelines and implementation mechanisms for the Industrial Specific Plan areas.

1.1 Planning Area Location and Description

The Tracy Industrial Areas Specific Plan areas consist of approximately 685 acres of land within the City of Tracy, California (Figure 1.1). The nine different parcels are located in the east and south portions of the community as shown in Figure 1.2.

Presently, the Industrial Specific Plan areas are primarily made up of active and dormant agricultural lands adjacent to existing industrial users. While most parcels form the outer edge of the community, in several areas urban development has surrounded the undeveloped parcels, leaving them less desirable for active agricultural purposes.

Factors which have influenced land planning for the areas include: the irrigation district channels which cross numerous parcels, a portion of which are no longer actively used for irrigation and are often not connected with the main irrigation system; railroad tracks and electric transmission lines that cut across many of the parcels, dividing the land and creating certain constraints to its development; and the existing transportation network which includes numerous rural roads and several partially constructed arterial streets.



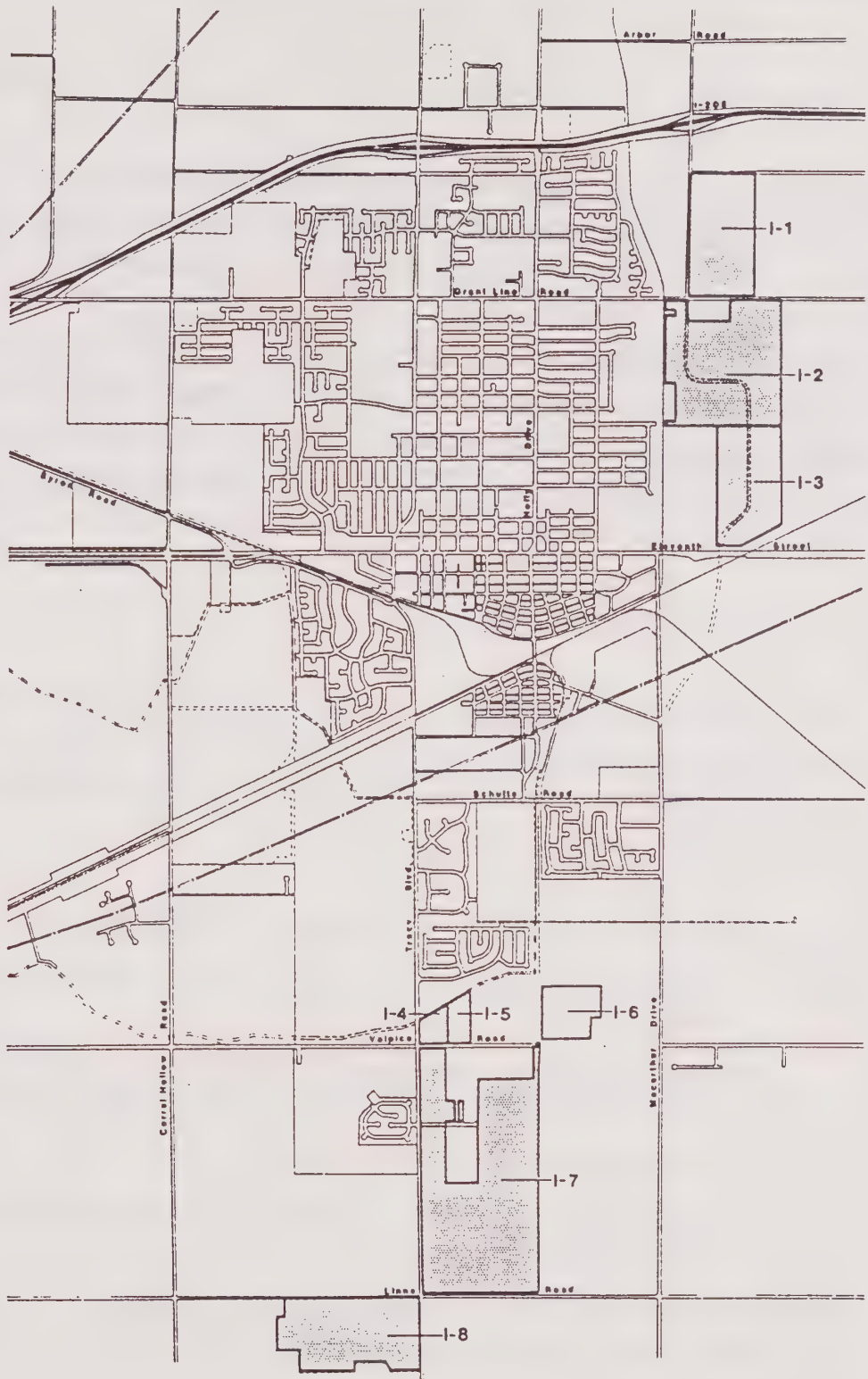
Tracy Industrial Area Specific Plan

REGIONAL LOCATION MAP

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Barber-Webb & Dick & Wiley & Horn



Figure 1.1



Tracy Industrial Area Specific Plan

LAND OWNERSHIP

Prepared by
EDAW
In association with
Barber-Webb & Dick & Wooley & Horn

Parcels Included
1-1 Reference Number

Scale: 1" = 100' May 1988

Figure 1.2

In 1984, Sewer Assessment District 84-1 was established which financed the expansion of the City's existing wastewater treatment facility and construction of sewer lines to the Specific Plan areas as well as to other areas of the City. These improvements were completed in 1987.

In certain instances programs and facilities are referenced in this report which will be shared between the Industrial and Residential Areas Specific Plans. Wherever possible special attention was paid during the preparation of both of these plans to maximize the opportunities for combining facilities and thus reducing future implementation costs. Dual use of facilities is noted as necessary.

1.2 Purpose and Intent of the Specific Plan

Under California Law (Government Code Section 65459 et seq.), Cities and Counties may use Specific Plans to develop policies, programs, and regulations to implement the jurisdiction's adopted General Plan. Specific Plans often function to coordinate individual development proposals within a defined area.

The law requires that a Specific Plan include text and diagrams specifying:

- The distribution, location and intensity of land uses, including open space, within the plan area;
- The distribution, location and capacity of infrastructure, including transportation, sewage, water, storm drainage, solid waste and energy systems;
- Standards and criteria for development and utilization of natural resources; and
- An implementation program, including capital improvement plans, regulations and financing strategies.

Specific Plans are intended to be vehicles for implementing the goals and policies of a community's General Plan and can only be adopted or amended if they are consistent with the jurisdiction's General Plan.

1.3 How to Use the Specific Plan

The Tracy Industrial Areas Specific Plan is divided into five major sections or chapters. Chapter 1 serves as a general introduction to the Specific Plan, outlining its setting and historical origins, as well as its structure and intent. Chapter 2 discusses the goals, objectives and policies which form the framework for development within the Specific Plan areas. Chapter 3 sets forth the planning concepts of the development plan. It divides the Plan into five elements (land use, circulation, parks and open space, storm drainage, and utilities) and explains how each is addressed by the Specific Plan. Chapter 4, Design Guidelines, establishes specific standards for all development and indicates allowed land uses, siting and open space requirements, and street and storm drainage system improvements. Finally, Chapter 5 discusses how the Specific Plan will be implemented, including financing mechanisms and permit procedures.

2. SPECIFIC PLAN GOALS AND OBJECTIVES

Given the variety of planning factors affecting the land to be developed under the Tracy Industrial Areas Specific Plan and the desire by Tracy residents to maintain a high quality of life in their community as well as make it economically feasible for employment generating uses to locate in the city, a set of goals and objectives were established to guide development in the planning areas. These overall guidelines, taken directly from the Tracy General Plan, address issues pertaining to Quality of Life, Quality of the Environment, and the Economic Balance within Tracy.

ENHANCE THE QUALITY OF LIFE THROUGH A BALANCED SYSTEM OF INFRASTRUCTURE, TRANSPORTATION, LAND USE AND OPEN SPACE.

LAND USE: Provide for a diverse community through a variety of land uses.

Maintain a balance between growth of the residential population and an increase in local jobs (approximately 0.8 new jobs per household). (General Plan Policy Area 1)

Provide an adequate supply of industrial land appropriately buffered from residential uses. (General Plan Policy Area 7)

Develop, preserve and manage open space for recreation, and public health and safety. (General Plan Policy Area 8)

CIRCULATION AND TRANSPORTATION: Plan for safe, well-maintained and integrated circulation and transportation systems.

Develop an efficient trafficways system. (General Plan Policy Area 12)

Limit large trucks to a system of truck routes, except for pickup and delivery. (General Plan Policy Area 12)

Provide and encourage transit service where it can be efficient. (General Plan Policy Area 14)

Conserve and enhance the appearance of Tracy's major traffic ways. (General Plan Policy Area 16)

Provide a safe and attractive environment to encourage bicycling and walking. (General Plan Policy Area 15)

PRESERVE AND ENHANCE THE QUALITY OF THE ENVIRONMENT.

CONSERVATION AND PROTECTION: Conserve and protect the natural, cultural and agricultural environment within the city.

Preserve agricultural resources and minimize the conflicts between agricultural and urban land use. (General Plan Policy Area 25)

Preserve and restore the city's biotic (wildlife, habitat and vegetative) resources. (General Plan Policy Area 23)

Prevent significant deterioration of local and regional air quality. (General Plan Policy Area 35)

NOISE: Community development shall occur with minimal noise impact between adjacent activities and land uses.

Ensure and maintain a quieter noise environment in the Tracy General Plan area. (General Plan Policy Area 28)

Avoid locating new noise-sensitive uses on sites with greater than 60 dBA Ldn where possible. (General Plan Policy Area 28)

Ensure that new commercial and industrial projects are designed to minimize noise impacts on neighboring noise-sensitive areas. (General Plan Policy Area 28)

Adopt performance standards for noise buffer areas between residential and industrial/commercial uses. (General Plan Policy Area 28)

Limit use of unbroken solid walls along arterial streets to provide noise attenuation in order to avoid a monotonous, walled-city appearance. Alternatives shall include berms, setbacks, offsets in walls (10 feet or more), noise insulation, and buffering of noise sensitive areas from the noise source by buildings, parking areas, or structures. (General Plan Policy Area 28)

PUBLIC SAFETY: Provide for public safety in the event of natural or man-made disasters.

Mitigate or prevent potential adverse consequence of geologic hazards. (General Plan Policy Area 29)

Reduce the potential for flood damage. (General Plan Policy Area 30)

Provide the highest level of fire and police services possible within budgetary constraints. (General Plan Policy Area 33)

ACHIEVE AN ECONOMIC BALANCE WITHIN TRACY.

GROWTH: Provide a balance of housing and employment opportunity.

Maintain a balance between growth of the residential population and an increase in local jobs. (General Plan Policy Area 1)

Preserve agricultural land to the extent that is feasible without restricting the amount of urban growth. (General Plan Policy Area 2)

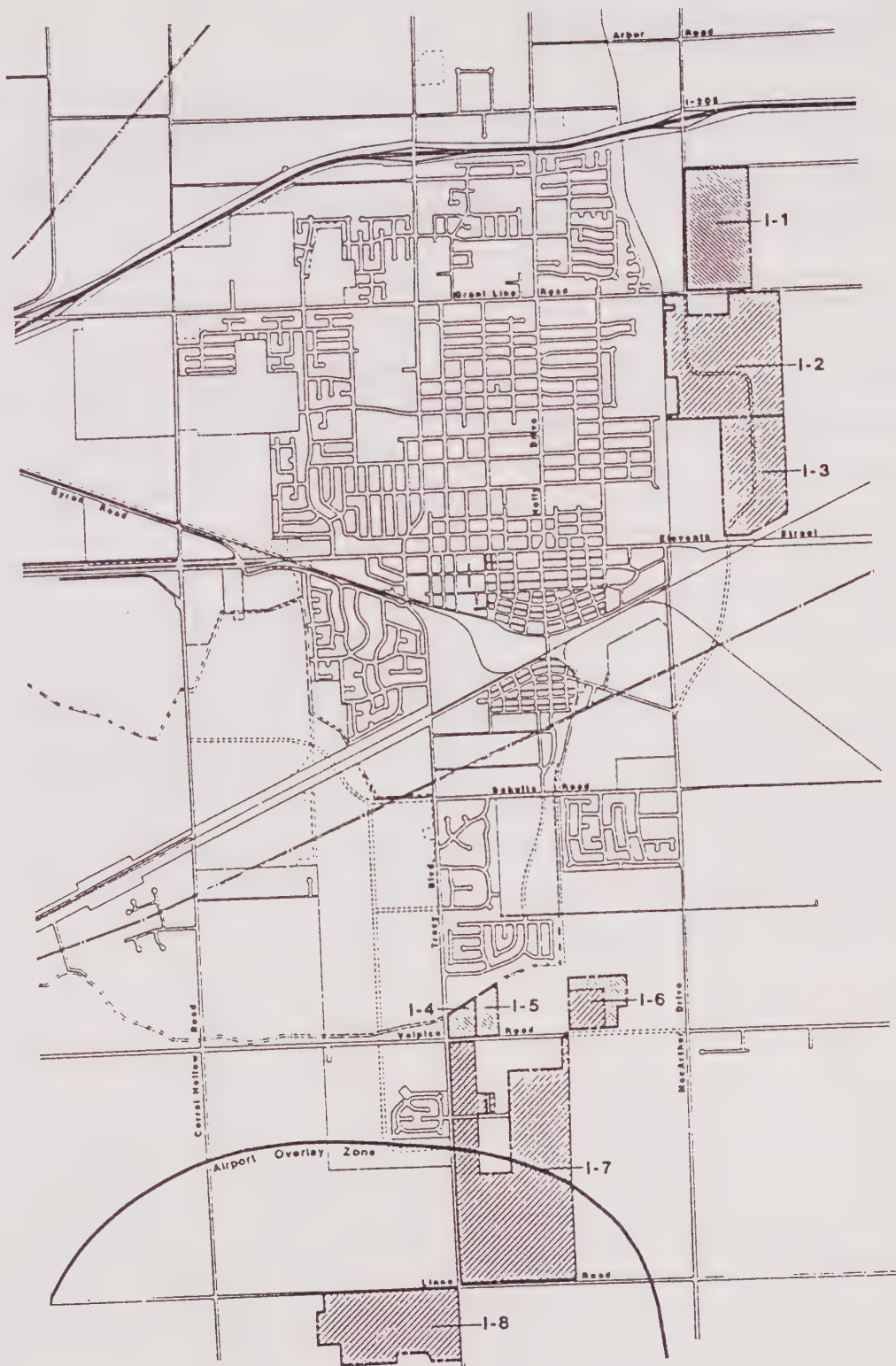
Encourage compatible industrial development adjoining the airport and aviation-related industrial uses on airport land. (General Plan Policy Area 13)

3. THE DEVELOPMENT PLAN

This section describes the planning concepts of the Industrial Specific Plan development program. These concepts are intended to clarify the goals and objectives of development and provide a clear and consistent foundation for implementation of the Industrial Specific Plan.

3.1 Land Use Concept

The overall land use concept for the Tracy Industrial Specific Plan is intended to provide a framework for land development which directs, through clear standards and defined systems, the implementation of public improvements, yet allows flexibility in land use choices to respond to future market conditions. In order to accomplish this, two zoning categories, Limited and General Industrial, are designated for the areas addressed by the Specific Plan (Figures 3.1, 3.2 and 3.3). These categories allow a variety of office, industrial and warehousing uses. Heavy industrial uses are allowed in areas with a General Industrial designation and may require additional environmental review if environmental performance standards will not be achieved. Design guidelines are provided in the plan which pertain to site development requirements, parking and on-site circulation, building architecture, lighting, signage and landscaping. Standards are also given for design and development of the roadway and storm drainage systems. The existing Airport Overlay Zone and a newly proposed General Industrial Design Review Overlay Zone will also provide building placement, height and landscaping guidelines for areas of special concern.



Tracy Industrial Area Specific Plan

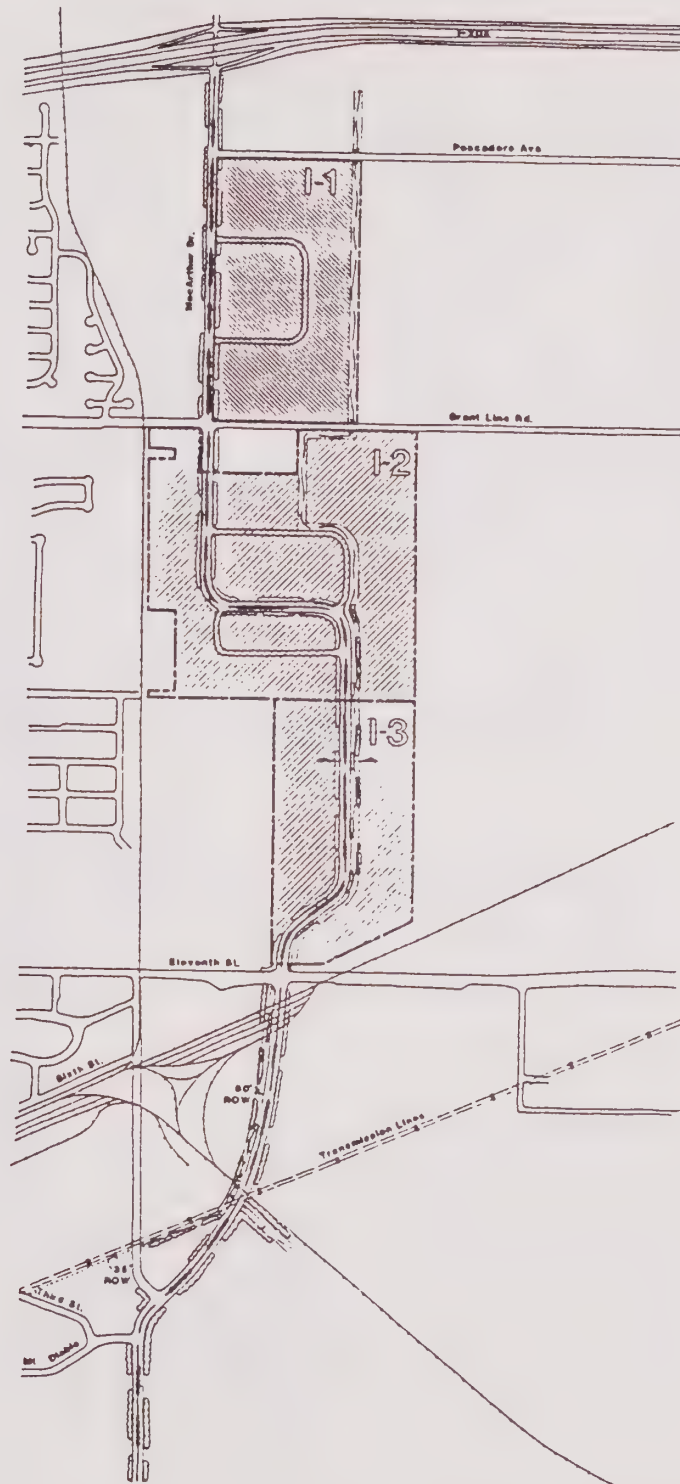
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EDAW
In association with
Barber-Wade & DKS & Woody & Nam

Scale: 0' 400' 800' 1200' May 1988

LAND USE

- Design Review Overlay Zone
- Limited Industrial
- General Industrial
- Reference Number
- Proposed Roadways

Figure 3.1



Tracy Industrial Area Specific Plan

NORTH MACARTHUR AREA

Prepared by
EDAW
In association with
Burtis-Woods • DES • Wheary & Ham



May 1988

- I-2 Reference Number
- [Hatched Box] Limited Industrial
- [Dashed Box] General Industrial
- [Wavy Line Box] Storm Drain/Open Space Corridor

Figure 3.2



Tracy Industrial Area Specific Plan

Prepared by
EDAW
in association with
Barlow-Wood • DKS • Whaley & Hahn



May 1988

SOUTH TRACY BOULEVARD AREA

- 1-2 Reference Number
- 1-4 Limited Industrial
- 1-5 General Industrial
- 1-6 Storm Drain/Open Space Corridor

Figure 3.3

Table 3.1
Tracy Industrial Areas Specific Plan
Land Use Program

<u>Development Parcel</u>	<u>Property Owner</u>	<u>Total Acres</u>	<u>General Industrial Acres</u>	<u>Limited Industrial Acres</u>
I-1	Interland	76.42	0.00	76.52
I-2	Mark III	142.13	142.13	0.00
I-3	Pombo	74.29	74.29	0.00
I-4	Murphy	10.00	0.00	10.00
I-5	Murphy	10.00	0.00	10.00
I-6	Cose	34.09	16.53	17.56
I-7	Union Pacific	238.92	238.92 ^a	0.00
I-8	Teichert	<u>99.04</u>	<u>99.04^b</u>	<u>0.00</u>
TOTALS		684.89	570.91	113.98

^a 48.21 acres within this designation are within a proposed Design Review Overlay Zone and approximately 70 acres on this parcel are within the Airport Overlay Zone.

^b 99.04 acres on this parcel are within the Airport Overlay Zone.

A unique feature of the Industrial Specific Plan are the “Environmental Performance Standards” and “Threshold Guidelines.” These guidelines establish limits on the amount and type of industrial uses, based upon the potential for environmental pollutants and the availability of infrastructure capacity.

Environmental Performance Standards pertain to what might be existing undiscovered on-site environmental hazards and the potential for environmental degradation from future users. Prior to development, an on-site reconnaissance for hazardous wastes must be conducted on each parcel. If toxics are identified, they must be addressed to the satisfaction of the City’s Director of Utilities before any development application is approved. Additionally, if a proposed use will generate pollutants or hazardous materials as determined by the Director of Utilities, supplemental environmental review shall be required prior to approval of the Tentative Map.

The Threshold Guidelines pertain to the amount of development allowed within the planning area and how that development affects infrastructure capacity. Each infrastructure system, such

as roadways, has a designed maximum carrying capacity. The “threshold” is set at this level. If a proposed development will cause this capacity to be exceeded, the “threshold guidelines” will be triggered.

3.2 Circulation Concept

As the Specific Plan is implemented, Tracy’s roadway network will change from a system of rural roads to a network of improved arterial and collector streets capable of providing continuous access throughout the Specific Plan area, and to and from the existing community. Many of the parcels within the Industrial Specific Plan areas are not currently served by roads adequate for the projected amount of traffic. The plan specifies the existing roads which will be improved and new roads that are necessary to complete this network. Truck routes will be limited to streets adjacent to industrial areas. Table 3.2 lists the arterial streets which will make up the basic roadway network within the Specific Plan areas and identifies which of these will be part of the truck route system.

Major arterial streets will be developed as “parkways.” These streets will include landscaped medians and bicycle paths and, along much of MacArthur Drive, will run along side the open space/storm drainage channels. Full landscaping improvements to arterial streets will only occur within the City limits.

Table 3.2
Specific Plan Major Arterial Streets

<u>Roadway</u>	<u>Segment</u>
Grant Line Road	Chrisman Road to I-205
Corral Hollow Road	Grant Line Road to Schulte Road
Tracy Boulevard	Centre Court to Linne Road
MacArthur Drive	Schulte Road to I-205
Schulte Road	Corral Hollow to MacArthur Drive
Valpico Road	Corral Hollow Road to MacArthur Drive
Linne Road	Corral Hollow Road to Chrisman Road

Section 4 details design guidelines for all streets in the Specific Plan areas, including industrial collector streets.

3.3 Open Space

Major streets within the Industrial Specific Plan areas will link with the City's open space network and of those, some will be improved to connect with the bikepath system. A streetscape development program is provided to coordinate landscaping throughout the Industrial Specific Plan areas.

3.4 Storm Drainage Concept

In 1982, the Storm Drainage Master Plan was adopted which established a multiple criteria policy for all future drainage system design within the City. The criteria are as follows:

- a. The 100-year storm is to be contained within the right-of-way of the public street.
- b. The 10-year storm is to be contained within the top of the street curb.
- c. Storm drain facilities will be required where either of the above conditions cannot be satisfied.

These adopted criteria are intended primarily for new construction and make use of the surface capacity of the streets as a part of the detention/discharge system.

The system proposed in the Industrial Areas Specific Plan will implement the adopted Storm Drainage Master Plan. The proposed system divides presently unserved areas of the City into two drainage areas (Figure 3.4). The westside system will drain land north of Linne Road and all lands west of Central Avenue. All flows will drain to a basin, which will be located north of Interstate-205, and eventually flow easterly to Sugar Cut. The eastside system will drain the MacArthur Planning Area and flow northerly to Sugar Cut. The parcels below Linne Road will provide their own on-site drainage facilities.

The main lines in the storm drainage system are proposed as open channels generally located next to roadways, with most secondary lines contained in underground pipes. Most drainageways will be incorporated into the open space network, and the dedicated rights-of-way shall be landscaped and include pedestrian and bicycle paths. MacArthur Drive is the only street within the Industrial Areas Specific Plan to receive this treatment.

3.5 Utilities Concept

The primary objective of the Industrial Specific Plan as it pertains to utility systems is to ensure that new industrial development is provided with adequate service prior to development. The utilities concept refers to sewer, water, solid waste, electric and natural gas systems.

3.5.1 Wastewater System

The existing wastewater collection system consists of both gravity and pumped flow systems (Figure 3.5). The sewer plant is located in the northeast quadrant of Tracy, fronting Holly Drive and Arbor Avenue; existing capacity is 6.0 m.g.d. The City of Tracy recently implemented capital improvements to the existing sewer plant and wastewater collection system to expand treatment capacity to 9.0 m.g.d. This expansion is being financed by the 84-1 Assessment District.

The recent phase of treatment plant construction provides an increased average domestic plant flow of 3.5 m.g.d. The major items include: a primary effluent pipeline, a secondary clarifier oversizing, anaerobic digester oversizing, domestic primary clarifiers, effluent pump modifications, and a chlorine contact basin. A capacity of 0.15 m.g.d. has been slated for urban



infill, therefore, the net available capacity for continued residential, commercial and industrial growth is 3.35 m.g.d.

The Grant Line Trunk Sewer primarily serves the inner-city. This area includes lands bounded by Grant Line Road on the north, the railroad on the south, MacArthur Road on the east, and Lincoln Boulevard on the west. The maximum pipe capacity at the downstream end is 4.4 m.g.d.

The Eastside Trunk sewer serves for the most part, the industries on the east side of MacArthur Road, north of the railroad. The trunk sewer also serves most of the lands south of the railroad, north of Linne Road, west of MacArthur Road, and east of Tracy Boulevard. The maximum pipe capacity on the downstream end is 5.1 m.g.d.

The Corral Hollow Trunk Sewer serves most of the lands between Grant Line Road to the north, Southern Pacific Railroad to the south, Chester Drive to the east, and Lincoln Boulevard to the west. In addition, a portion of lands between the railroads to the north and south, and Hickory Avenue and Tracy Boulevard to the east and west. The maximum pipe capacity at the downstream is 2.3 m.g.d.

There are a total of six existing lift stations in the wastewater collection system located as indicated on Figure 3.5.

3.5.2 Municipal Water System

The City of Tracy maintains its own municipal water system and treatment works. The City's water supply comes from local wells and an entitlement from the Delta Mendota Canal of 10,000 acre feet annually. The City's Water Treatment Plant is located west of Tracy Boulevard just south of the Tracy Municipal Airport. The present treatment plant capacity is 7.0 m.g.d. with a peak 10-hour capacity of 10.0 m.g.d. No pump stations are required in the existing system except those at each well site and the necessary internal pumping at the water treatment plant.

Because the City of Tracy's present entitlement for water from the Delta Mendota is 10,000 acre feet annually, and the existing treatment plant can only process 7,000 acre feet, additional capacity is needed in the treatment plant for immediate needs. It was concluded from the

Kennedy/Jenks Report dated July 1985, that the most viable solution to expanding the water supply would be for the City to combine groundwater with the treated water from Delta Mendota Canal. Thus, as growth occurs in the Industrial and Residential Specific Plan areas, the percentage of groundwater in the system increases to meet this demand. Being that the groundwater has high Total Dissolved Solids (TDS) and sulfate levels, the net result would be a slight lowering of the overall quality of potable water. The overall quality of water delivered to the City will be within the Department of Health Service's Secondary Drinking Water Standards for TDS and sulfates.

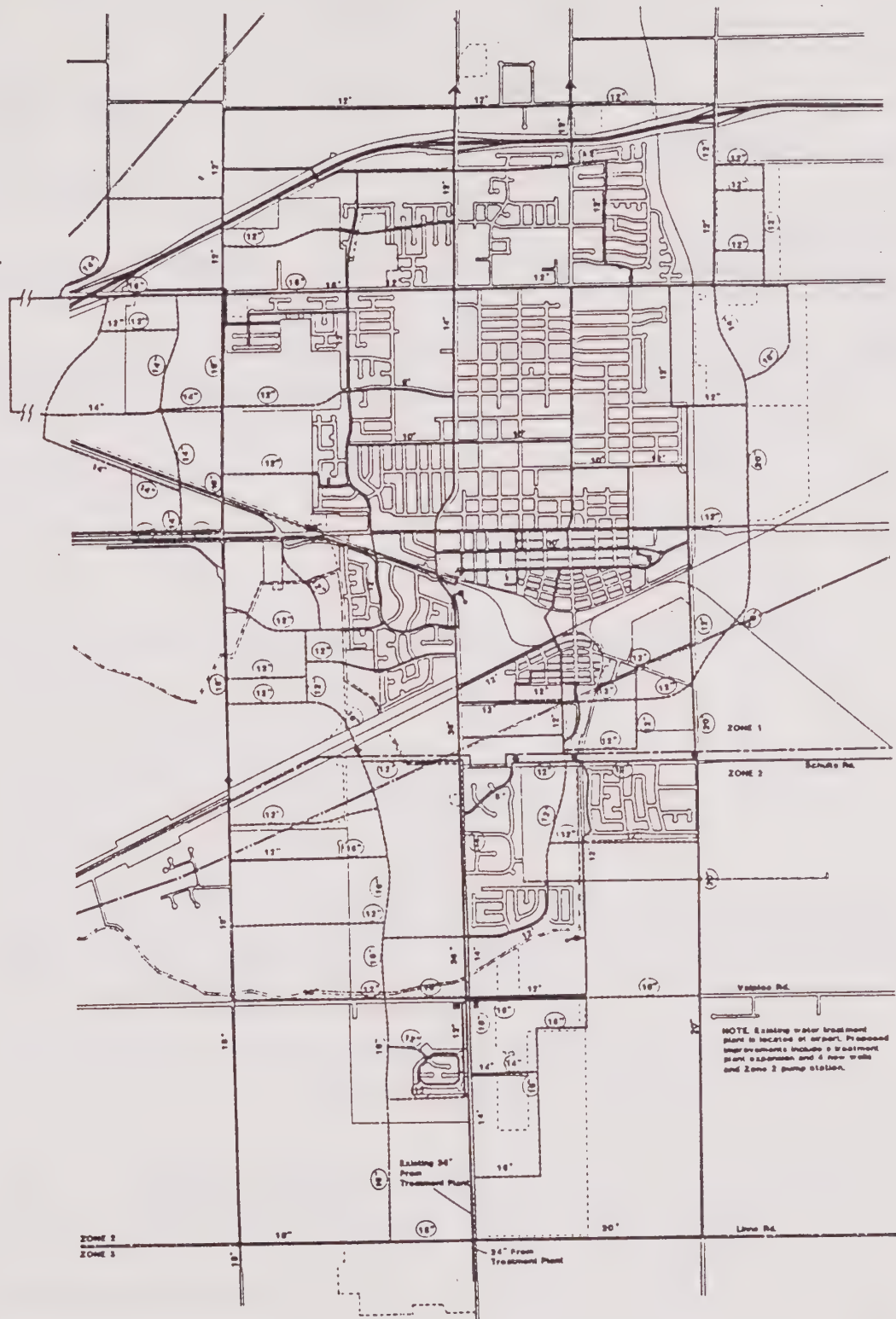
To allow for future demand, the Kennedy/Jenks Report proposed upgrading the existing system by combining groundwater with the treated water supply. The plan calls for increasing the capacity of the treatment plant to 15 m.g.d., upgrading and abandoning certain existing wells, and drilling new wells in areas of lower TDS and sulfate levels. These measures, along with the addition of an elevated storage tank and new primary and secondary transmission mains would meet the needs of the future growth of the community (Figure 3.6).

A study is currently being prepared which will develop a precise plan to expand the supply and treatment capacity of the water system.

3.5.3 Solid Waste

The solid waste disposal site currently used by the City of Tracy is a joint operation between Tracy and San Joaquin County. The site is located at the southeasterly corner of Corral Hollow Road and Interstate-580.

The planned growth within the Specific Plan areas will increase the requirements for solid waste disposal. The present remaining capacity of the disposal site is estimated to be approximately 800,000 cubic yards. This is roughly equivalent to a remaining service life of four to five years at the present volume of wastes received.



Tracy Industrial Area Specific Plan

Prepared by

EDAW

In cooperation with
Burton-Watkins • DGS • Wilsey & Horn



May 1998

EXISTING/PROPOSED WATER DISTRIBUTION SYSTEM

- 34" Existing Water Main & Size
- 14" Proposed
- 14" Proposed, Required for Specific Plan
- Pressure Zone
- ◻ Existing/Proposed Pump
- Existing/Proposed Water Tank
- Proposed Reservoir
- ◆ Pressure Reducing Valve

Figure 3.6

3.5.4 Gas and Electric

Natural gas and electric power will be provided to the users within the Industrial Specific Plan areas by Pacific Gas and Electric.

4. DESIGN GUIDELINES

4.1 Land Use

4.1.1 Permitted and Prohibited Uses

The following sections specify the range of land uses that are allowed within the Industrial Areas Specific Plan boundaries. The Tracy Zoning Code should be amended to reflect these uses.

4.1.1.1 Limited Industrial Zones

Permitted Uses

Subject to compliance with the Environmental Performance Standards (Section 4.1.2.1), the following uses are permitted:

- (a) Laboratories, including chemical, physical material testing, electronic, agriculture, photographic film processing and general research.
- (b) Administrative, executive, research offices.
- (c) Manufacturing, repair, assembly or packaging of products from previously prepared materials, such as cloth, plastic, leather, or semi-precious metals or stones, but not including such operations as saw or planing mills, any manufacturing uses involving primary production of wood, metal, or chemical products from raw materials.
- (d) Manufacture, repair of optical electronic, timing and measuring instruments.
- (e) Manufacture, repair of industrial, communication, transportation and utility equipment.
- (f) Manufacture, of food products, pharmaceuticals, biotechnology products and the like, but not including fish or meat products, sauerkraut, vinegar, or the like, or rendering or refining of fats and oils.
- (g) Warehousing and distribution facilities.
- (h) Agricultural, except raising of fowl and animals for commercial purposes and except for sale of any products at retail on the premises.
- (i) Machine shops.

- (j) Electrical industrial apparatus manufacturing, service, and repairs, including motors, generators, welding equipment, electrical transmission and distribution equipment, and turbines and pumps.
- (k) Heating equipment manufacturing, servicing, and repairs.
- (l) Furniture and cabinet assembling whose activities are carried on entirely within an enclosed building and which have no construction yards on the lot.
- (m) Parcel delivery service and vehicle storage inside and outside the building.
- (n) Refrigerator, furnace, water heater, and other household appliance manufacturing, service and repairs.
- (o) Truck Terminals.
- (p) Equipment Storage.

Conditionally Permitted Uses

The following uses will require a Conditional Use Permit:

- (a) Wholesale trade businesses
- (b) Consumer and business services
- (c) Repair of automotive, motorcycle and farm machinery
- (d) Intermediate manufacturing uses involving the processing of raw materials, including food and paper processing, wineries, concrete mixers.

Prohibited Uses

The following uses are not allowed within a Limited Industrial Zone boundaries:

- (a) Residential of any type
- (b) Junk or auto wrecking yards
- (c) Petroleum storage yards
- (d) Mining and quarrying
- (e) Very heavy industrial uses, including blast furnaces, cement factories, distillation of bones, stockyards, slaughtering houses, smelting, tanneries, rock crushers or rubber factories.

- (f) Dumping, disposal, incineration or reduction of garbage, sewage, or refuse.

4.1.1.2 General Industrial Zones

Permitted Uses

Subject to compliance with the Environmental Performance Standards, the following uses are permitted:

- (a) Those uses permitted and conditionally permitted in the Limited Industrial Zone.
- (b) Mining and quarrying operations provided the stipulations of a local reclamation ordinance are met.

Conditionally Permitted Uses

The following uses are conditionally permitted:

- (a) Heavy and Very Heavy Manufacturing Uses listed in Use Group Nos. 62 and 63 of the Tracy Municipal Code Sections 10-2.503.62-.63.

4.1.1.3 General Industrial Design Review Overlay Zone

In areas with a General Industrial Zone Designation adjacent to or across a street from residential areas, an overlay zone has been applied to require additional design review at the time a Building Permit application is submitted. The intent of this overlay zone is to ensure adequate buffering of the residences from heavy industrial users. Criteria for plan review would include:

- (a) a 35-foot landscaped setback from landscape zone to building along Tracy Boulevard;
- (b) no additional setback requirements if parking area is located on Tracy Boulevard street frontage;
- (c) compatible landscaping;
- (d) proper screening of loading and parking areas;

- (e) architectural treatment;
- (f) minimal outdoor lighting; and
- (g) low noise levels.

This overlay zone has been applied to Parcel 7 along Tracy Boulevard between the street frontage and the on-site railroad spur.

4.1.1.4 Airport Overlay Zone

Portions of parcels 7 and 8 fall within the Airport Overlay Zone (AO) established by Tracy Municipal Code, Article 27. This classification is intended to regulate land development in the areas adjacent to the Tracy Municipal Airport in order to minimize conflicts between approaching aircraft and buildings, and to protect public safety. Of particular concern to developers in the Industrial Specific Plan areas is the requirement that "the maximum density in the inner 5,000 feet of the approach surface shall be limited to twenty-five (25) people per acre." It is recommended that the range of permitted uses and the density coverage limits be revised to be consistent with the requirements of this specific plan.

4.1.2 Environmental Standards

4.1.2.1 Use Restrictions

No use shall be permitted to exist or operate on any lot which:

- (a) Emits dust, sweepings, dirt, cinders, fumes, odors, radiation, gases and vapors, or discharges liquid or solid wastes or other harmful matter into the atmosphere or any body of water which may, according to the Director of Utilities, adversely affect:
 - (i) the health and safety of persons within the area, or
 - (ii) the health and safety of persons in adjacent areas, or
 - (iii) the use of adjacent properties.
- (b) Discharges waste or any harmful substance as defined by the Director of Utilities, into any public sewer or storm drainage system.

- (c) Produces intense glare or heat, unless such use is performed only within an enclosed or screened area, and then only in such manner that the glare or heat emitted will not be discernible from any exterior lot line.
- (d) Creates a sound pressure level in violation of any regulation of any public body having jurisdiction. This requirement shall also be applicable to the disposal of trash and waste materials.
- (e) Allows the visible emissions of smoke (outside any building) other than the exhausts emitted by motor vehicles or other transportation facilities or any emissions in violation of any regulation of any public body having jurisdiction. This requirement shall also be applicable to the disposal of trash and waste materials.
- (f) Creates a ground vibration that is perceptible, without instruments, at any point along any of the exterior lot lines.

4.1.2.2 Hazardous Wastes and Water Pollutants

- (a) An on-site reconnaissance for hazardous wastes must be conducted for each parcel within the study area and the resulting report submitted with the application for the first proposed Tentative Map. If hazardous wastes are identified they must be dealt with to the satisfaction of the Director of Utilities, Division of Environmental Control and the Director of Public Works, before the application may be approved.
- (b) All new industries locating within the Industrial Specific Plan areas will be required to obtain a Discharge Permit from the Director of Utilities prior to occupancy. This permit shall establish the amount and quality of wastes allowed to be discharged into the City's sanitary sewer and storm drainage systems. The Division of Environmental Control shall maintain standards for the specific type and concentration of chemicals to be discharged according to current State regulations.
- (c) The quality of wastewater entering the city sewage system from proposed uses shall be measured by the Biochemical Oxygen Demand (BOD) and Total Suspended Solids (TSS) levels referenced in the local Water Quality Control Board 208 Plan. Users that are not expected to comply with these standards will be required to provide on-site pretreatment facilities.
- (d) The storage and distribution of materials shall be subject to the rules of the San Joaquin County Health District.

4.1.2.3 Threshold Guidelines

- (a) General

The planned expansion of the City's infrastructure systems has been based on certain design criterion. In general each system has been master planned and in so doing a contribution to demand or discharge has been allocated for each parcel.

Provided the uses proposed and submitted are designed at or below these design thresholds properties will not trigger supplemental environmental review pertaining to these issues.

(b) Circulation

To monitor traffic levels and phase construction of transportation improvements, three Circulation Threshold levels have been established. When traffic generated from cumulative development exceeds these levels, the following improvements will be required:

Up to 50% Build-out

Only the improvements specified in the Industrial Areas Specific Plan Implementation Program will be required. Those include:

- Improving MacArthur Drive as a four-lane arterial from Eleventh Street to Schulte Road.
- Construct the extension of Valpico Road west of MacArthur Drive as a four-lane facility.
- Install traffic signals listed in Section 4.2.4.

75% Build-out

Develop MacArthur Drive north of Eleventh Street to a six-lane arterial, unless other solutions, such as rerouting traffic or instituting mandatory Transportation Systems Management (TSM) Programs, are deemed acceptable by the Director of Public Works. Additional minor intersection improvements may also be required.

100% Build-out

Improvements to the MacArthur Drive/I-205 interchange, or another nearby interchange, will be required.

Properties deriving benefit from these roadway improvements shall share, based on benefit received, in the cost of providing the additional capacity.

Circulation Thresholds will be monitored in two geographic zones: north (parcels 1-3) and south (parcels 4-8), as shown in Table 4.1.

Circulation Thresholds will be measured by employee per acre standards which are correlated to trip generation rates as follows:

Office:	12.1 trips/1,000 gross square feet 3.59 trips/employee 3.4 employees/1,000 gross square feet
Industrial:	5.43 trips/1,000 gross square feet 3.0 trips/employee 1.8 employees/1,000 gross square feet
Warehouse/ Distribution:	4.88 trips/1,000 gross square feet 3.89 trips/employee 1.25 employees/1,000 gross square feet

Source: Institute of Transportation Engineers (ITE) Trip Generation, 1982.

Attainment of Employee/Acre Standards would be reviewed at the time an Occupancy Permit is applied for and with any change of occupancy. Change of Occupancy Review would require an amendment to the Tracy permit procedure.

Table 4.1
Circulation Threshold Levels

<u>Parcel</u>	<u>Maximum Allowed Employees Per Geographic Zone</u>		
	<u>50% Buildout</u>	<u>75% Buildout</u>	<u>100% Buildout</u>
Northern Area (Parcels I1-3)	4,330	6,490	8,650
Southern Area (Parcels I4-8)	5,270	7,720	10,420
Total Employees	9,600	14,209	19,070

A supplementary traffic analysis shall be prepared at the time 50 percent buildout is reached, in order to verify projected traffic levels and trip generation rates.

(c) Major Utilities

The infrastructure systems to serve the properties within the Industrial Specific Plan areas have been designed to the following criteria.

<u>Service</u>	<u>Land Use</u>	<u>Collection System</u>
Sanitary Sewerage	Industrial	1,375 gpad ¹
	Office	2,400 gpad
	Commercial	1,600 gpad
		<u>Service Mains</u>
Water Supply	General Industrial	1,000 gpad
	Limited Industrial	2,000 gpad
	Office/Commercial	2,600 gpad

Storm Drainage

Utilize the "Rational Formula" ($Q = CiA$) for design with the City adopted rainfall intensity/duration curve (for "i"), a "C" factor of 0.90 and City adopted design methods for office, industrial and commercial land uses.

¹ gpad - gallons per acre per day

4.13 Development Guidelines

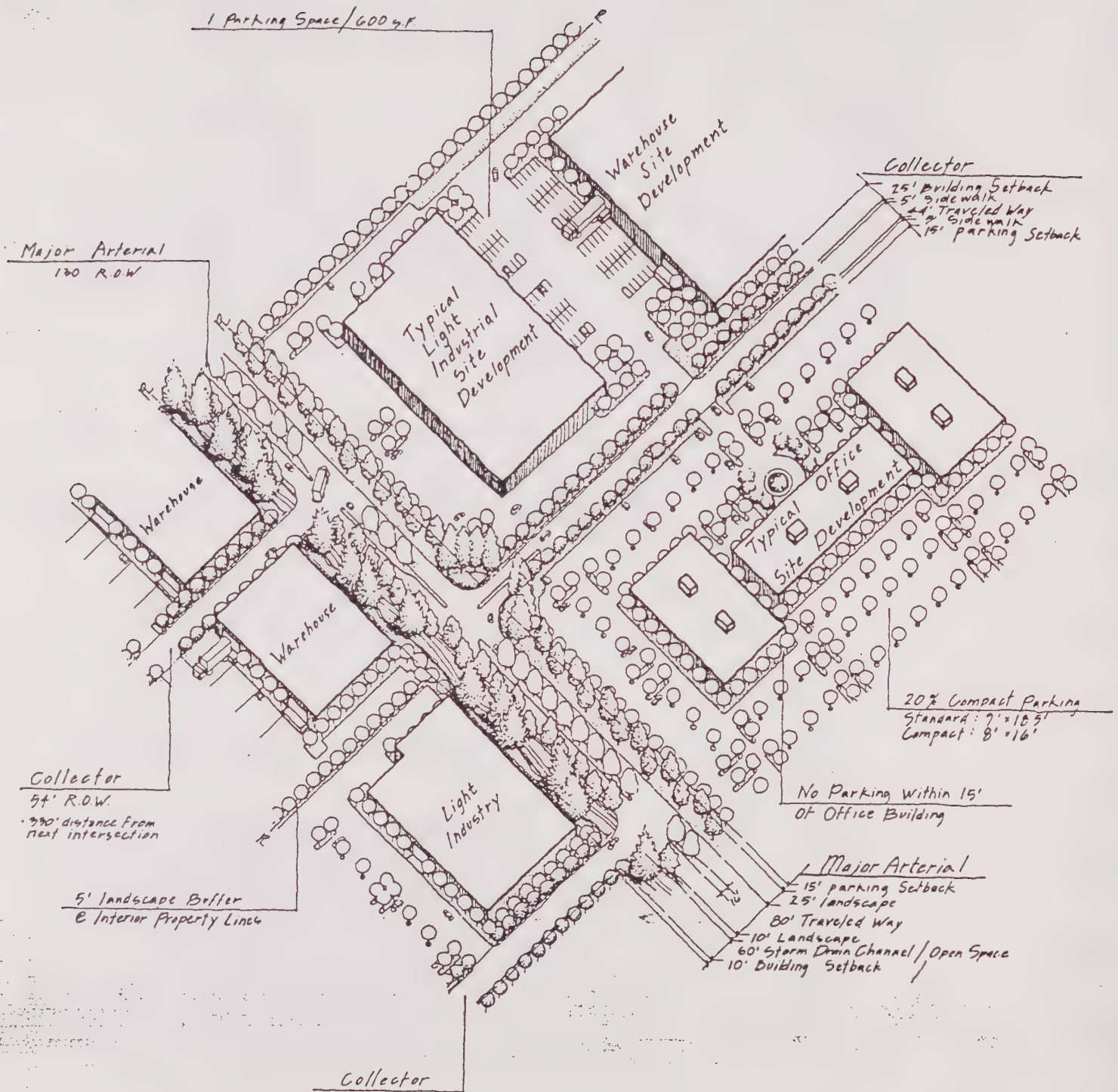
The development guidelines discussed in this section pertain to on-site improvements. Off-site improvement guidelines are listed under the pertinent subject heading.

4.1.3.1 Siting Requirements

- (a) Minimum Lot Size: none
- (b) Building Coverage and Height:

	Maximum Building Coverage	Maximum Floor Area Ratio	Building Height
Office	30%	.60	2 stories (40')
Lt. Industrial	45%	.45	1 story (40')
Warehouse/ Distribution	50%	.50	1 story (40')

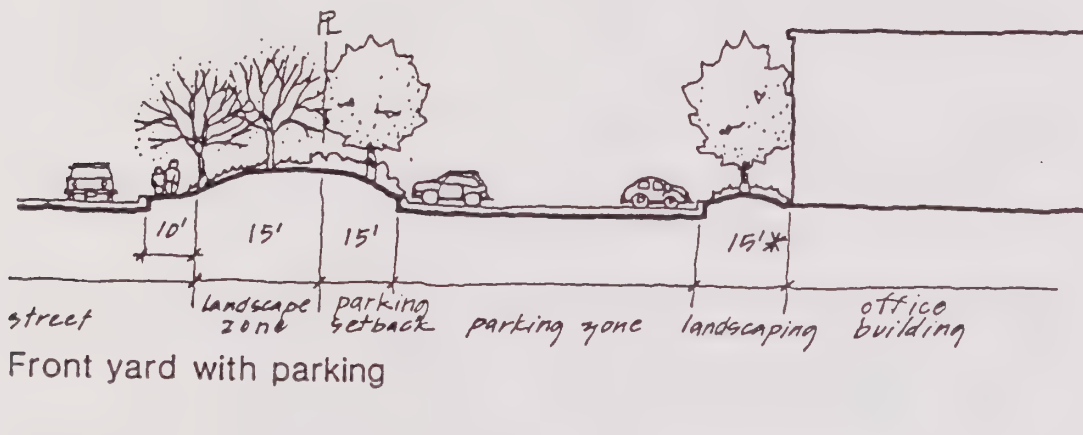
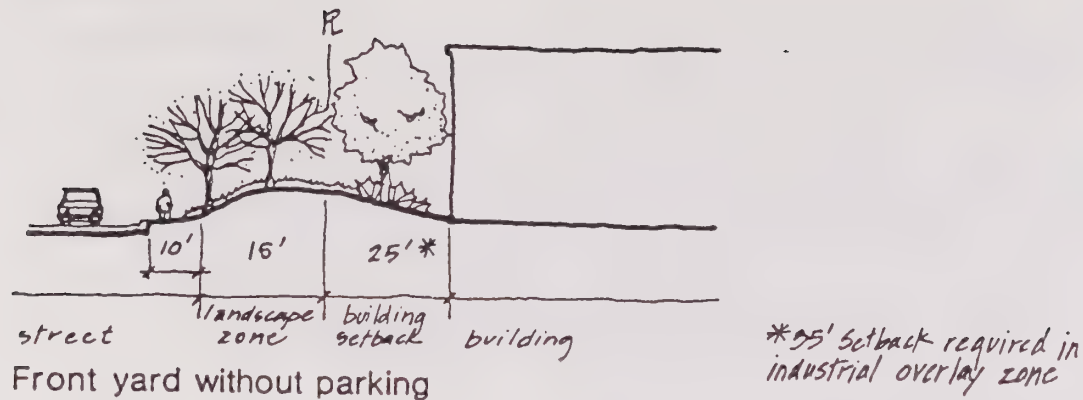
- (c) Building heights may be extended to 45 feet if greater than minimum building setbacks are provided. Additionally, building heights may be allowed up to 100 feet, with a Conditional Use Permit, provided building heights are stepped up as they recede from the street and are compatible with the heights of adjacent uses across adjoining property lines.
- (d) Buildings within the Airport Overlay Zone shall conform to those height requirements.
- (e) Building Setbacks: The following shall be minimum setback distances and yards required for all buildings and parking areas (Figures 4.1 and 4.2).
 - 1. Buildings shall be set back 25 feet from any Property Line on any street except on properties within a General Industrial Design Review Overlay Zone, where buildings shall be set back 35 feet from the Property Line.
 - 2. Parking shall be permitted within a required setback but shall not be permitted within 15 feet from any Property Line on any street.
 - 3. Parking shall not be permitted within 15 feet of the street side of any office building.
- (f) Where industrial uses are located across adjoining property lines from residential uses, heights and setbacks shall be compatible.
- (g) Where a residential use abuts a non-residential use, a Conditional Use permit and design review shall be required to ensure provision of adequate buffers. Where residences will abut industrial or commercial uses, soundwalls, screening, larger setbacks, public roads, height limitations, and residential noise insulation should be required, as needed, as buffers or abutting use impact mitigation measures. Such residential development buffers or mitigation measures must at minimum be consistent with the requirements of the general plan, this plan, and zoning ordinances governing the abutment of residential and commercial or industrial uses. Improvements to reduce interference between uses shall be provided by the new use, rather than the existing use. Where a new residential use abuts an existing industrial use, a condition of the Conditional Use Permit for the residential



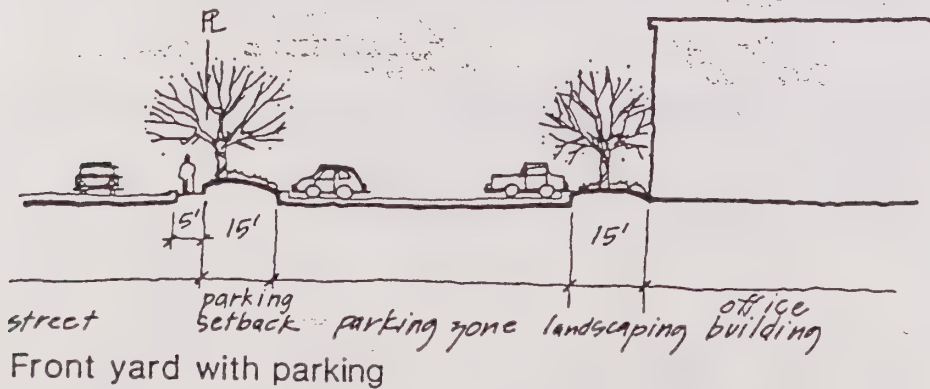
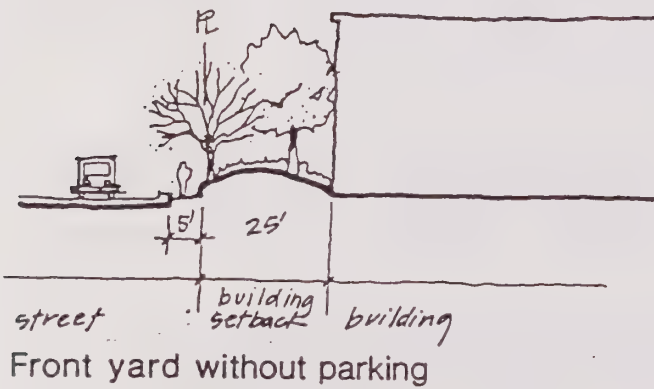
Prototypical Site Plan

Figure 4.1

Arterial



Collector



Setback Guidelines

Figure 4.2

development should be public recordation of a notice and/or easement of the existing industrial use.

- (h) A 5-foot wide landscaped buffer is required adjacent to property lines in order to provide landscaping that gives variety to straight fence lines, large expanses of asphalt and other hard surfaces, especially where these areas are visible from the public right-of-way. On industrial or warehouse and distribution sites this requirement will apply for property lines that are perpendicular to collector or arterial streets. The landscaped buffer on these property lines will be required to a point 150 feet onto the parcel from the street right-of-way.

4.1.3.2 Parking, Loading Areas, On-Site Circulation

- (a) Parking shall not be permitted on any street or drive, or any place other than parking areas located on building sites.
- (b) Parking areas should be easily accessible from the street so that circulation to parking areas does not interfere with other site activities.
- (c) Visitor and handicapped parking should be located at the entrance of the building and be clearly marked.
- (d) Minimum Off-Street Parking Standards:

Office and Research and Development: 1 space per 200 square feet of gross floor area.

Light Industrial and Manufacturing: 1 space per 600 square feet of gross floor area, or if the number of employees on the maximum work shift can be verified, one space per one employee on the maximum work shift.

Warehouse/Distribution:

1 space per 1,000 square feet for the first 20,000 square feet of gross floor area; plus 1 space per 2,000 square feet for the next 20,000 square feet of gross floor area; plus 1 space per 4,000 square feet above 40,000 square feet for the remaining square feet of gross floor area.

- (e) Parking areas shall be screened from public streets by means of landscaping berms and/or walls, solid evergreen shrubbery or fences. Minimum height of the screening shall be two feet, six inches. Refer to Section 4.1.3.4, On-Site Landscaping, for parking area landscaping requirements.
- (f) Concrete curbs shall be installed around all landscaped areas to contain and protect plant materials.

- (g) Full curb returns (as opposed to a standard driveway) shall be utilized for entries to all sites of over ten acres in size or for common driveways that serve two adjacent sites that together total more than ten acres.
- (h) Ganged driveways which serve two adjacent sites will be required to install landscaped islands along parking adjacent to the gang driveway and a landscape zone at the end of the common drive will act as a terminus to the view line down the ganged driveway (see Figure 4.8).
- (i) Compact Spaces. The allowable number of compact car parking spaces shall be up to twenty percent (20%) of the total spaces, required.
- (j) Sizes of Spaces. The size of off-street parking spaces at 90 degrees shall be as follows:

	<u>Width</u>	<u>Depth</u>	<u>Aisles</u>
Standard	9'	18.5'	26'
Compact	8'	16'	24'

- (k) Lighting and Maintenance. The Owner shall ensure that all parking areas and drives are properly illuminated at the level of one foot candle or such greater level as may reasonably be required for areas subject to heavy night-time vehicular traffic. All parking areas shall be maintained for safe operation of vehicles and to present a sightly and well-kept appearance.
- (l) Loading and Unloading Spaces

1. Sufficient off-street loading and unloading spaces shall be provided on each office building site, and adequate provisions and space shall be made for maneuvering freight vehicles and handling all freight. Off-street loading and unloading spaces at office buildings shall be provided in accordance with the following minimum standards:

Under 20,000 sq. feet	None
20,000 to 100,000 sq. feet	1
Each additional 500,000 sq. feet	2

2. The loading space shall be a minimum of twelve (12) feet in width, twenty-five (25) feet in length, and fourteen (14) feet height clearance.
3. All loading activity, including turnaround and maneuvering, shall be made on-site.
4. Buildings, structures and loading facilities shall be designed and placed upon the site so that vehicles, whether rear loading or side loading (of the maximum length permitted by the State of California at the time of construction of the buildings and structures, but in no case less than sixty (60) feet in total length)

may be loaded or unloaded at any loading dock or door, or loading area, without extending beyond the Property Line.

5. No loading area shall be located within twenty-five (25) feet of residential property.
6. Truck or rail loading shall not be permitted between the building and the street, unless the buildings are set back from the curb a minimum of 125 feet and doors are screened by berms and/or fences, and landscaping is provided as provided in Section 4.1.3.4 below.

4.1.3.3 Building Architecture

- (a) The architectural style of new industrial buildings should have a contemporary appearance but utilizing elements which complement the existing character of Tracy. This will mean relating to the relatively small scale of adjacent structures and incorporating such elements as variation in textures and materials in the design of elements facing the public street.
- (b) Metal buildings shall only be allowed where the industrial nature of the use seems to mandate this type of construction. If metal buildings are found appropriate surface treatment to the office portions of such structures facing the public street shall be required.
- (c) Office building construction and design shall be used to create a structure with substantially equally attractive sides of high quality, rather than placing all emphasis on the front elevation of the structure and neglecting or downgrading the aesthetic appeal of the side elevations of the structure. Any accessory buildings and enclosures, whether attached to or detached from the main building, shall be of similar compatible design and materials.
- (d) Large buildings should have facades that include variations in form and texture. Continuous surface treatments of a single material should be minimized. In the event that this is done, textural changes or relief techniques are encouraged.
- (e) Where an industrial area abuts a residential neighborhood, abrupt scale changes should not be allowed. The transition from residential to industrial should be gradual--starting with smaller, less intensive uses near the residential with the largest and most intensive uses farthest from the residential.

4.1.3.4 On-site Landscaping

- (a) All on-site landscaping requirements are in addition to the landscaping requirements discussed in Section 4.3.1.3.

- (b) On-site landscaping along arterials between the property line and the building, parking lot or vehicular maneuvering or circulation improvements shall be installed by the property owner. These improvements shall be designed as an extension of the adjacent public arterial landscaping. Upon acceptance by the City these improvements shall be maintained through the Lighting and Landscaping District.
- (c) Perimeter landscaping is required adjacent to street frontages. These perimeter areas should include trees, shrubs, and ground cover. Landscaped berms are encouraged to soften the transition between street and parking lot.
- (d) Landscaping is required in the zone between office buildings and parking along street frontages. The total landscaped zone shall be a minimum of 15 feet measured from face of curb to face of building. Up to 5 feet of this zone may be taken up by a sidewalk.
- (e) Minimum landscaping requirements for parking areas shall be consistent with Section 10-2.2613 of the Tracy Municipal Code Off-Street Parking Requirements (Ordinance Number 728C.S.). However, in the Industrial Specific Plan areas, the landscaping required in the entire parking lot may be reduced by 50 percent if the landscaping strip between the street and the development is increased to 15 feet as required in Figure 4.2. The 15 foot frontage strip may be included in the calculation of the total landscaping requirement. The remainder of the landscaping requirement must be distributed over the lot to provide shade and aesthetic enhancement.
- (f) Completion of landscaping on the site is encouraged to be simultaneous with completion of the building and other improvements on the site.
- (g) Landscaping shall not obstruct sight lines at street or driveway intersections.
- (h) As stated above in (b), a mixture of tree, shrubs and groundcovers is required in any landscape area. Toward this end at least one tree shall be provided for each 2,000 square feet of landscaped area between buildings and street property lines. Trees must be a minimum of 15 gallon size at planting.
- (i) Reasonable access through landscaping shall be provided to public and private utility lines and easements for installation and repair.
- (j) Both perimeter and interior landscaping shall include canopy-type trees. The location and spacing of trees is dependent on the type of tree used, but the effect should be a consistent tree cover which will provide shade. Generally, on office sites a tree should be installed for every five to eight parking spaces. The use of turf in the narrow tree islands is discouraged.
- (k) The plant palette should be relatively limited and applied in groupings of similar species rather than a few plants of many different species planted together. The use of water conserving plantings, such as California natives and drought tolerant trees, shrubs and turf is encouraged.

- (l) Live plant materials should be used in all landscaped areas. The use of gravel, colored rock, bark and other similar materials are not acceptable as a sole ground cover material.
- (m) Automatic irrigation is required for all landscaped areas. Plants should be watered and maintained on a regular basis. Irrigation systems should be designed so as not to overspray walks, buildings, parking areas, etc. The use of water conserving systems such as drip irrigation for shrub and tree planting is encouraged.
- (n) All undeveloped site areas and building pads should be seeded with perennial grasses prior to construction of the next phase of a project. All pads and site areas not leased for agriculture shall be mowed annually in the spring.

4.1.3.5 Storage, Screening, and Fencing

- (a) All exterior trash and storage structures and service areas should be screened from view with a wall or fence of a minimum height of eight feet (8') above the street curb level. Storage areas shall be set back a minimum of fifty feet (50') from streets, unless fully enclosed in an architecturally compatible enclosure.
- (b) Soundwalls or fences used to buffer adjacent land uses shall be a minimum of 6 feet in height.
- (c) No storage areas or fences are allowed within the landscape easement, front setback or side or rear yard landscape buffers.
- (d) Utility company equipment and roof-mounted equipment shall be screened from street view.
- (e) The design of masonry walls, fencing, trash enclosures and similar accessory site elements should be compatible with the architecture of the building and should use similar materials.
- (f) Where masonry walls or fencing are used at property frontages, it is allowed only at the building line or the parking setback line. It should enhance the entrance to the property and should not impair traffic safety by obscuring views.
- (g) Adequate fencing and/or walls shall be provided to guarantee preservation of privacy for adjacent residential uses.
- (h) Long expanses of fences or wall surfaces should be architecturally designed to prevent monotony.

4.1.3.6 Lighting

- (a) Lighting should be placed where it can best aid in illuminating activity areas. The site should not be overly lit. Electroliers should be scaled in size to match the size of areas to be lit.
- (b) Area lighting should be directed predominantly downward and shall be placed to prevent glare or excessive spray of light on neighboring sites.
- (c) Accent illumination should be provided at key locations such as building entries and driveway entries.
- (d) Pedestrian walkways, plazas or other activity points should be illuminated.
- (e) Lighting or highlighting of building facades is permitted but should be sensitive, subtle and not excessive.
- (f) Parking and roadways should use either mercury vapor or high pressure sodium lamps.

4.1.3.7 Signage

- (a) All signage must be approved under the provisions of the adopted Sign Ordinance.
- (b) Signs shall be harmonious with the texture and color of the building to which it is affixed or in conjunction with which it is employed.
- (c) A sign program shall be submitted as a part of the application for a Site. All signage shall conform to the adopted Sign Ordinance. The sign area permitted for each site may be divided into the number of single or double faceted signs appropriate for the number and size of buildings located on a site.
- (d) A sign may be illuminated provided that no flashing, traveling, animated or intermittent illumination shall be used. Such illumination shall be confined to the area of the sign except when such illumination is backlighting for an otherwise non-illuminated sign.
- (e) No sign shall extend above the dominant roofline of a Building.
- (f) Monument signs shall be provided to identify the entries to large, contiguous business or industrial parks.

4.1.3.8 Utilities

- (a) Power lines of 35 kV or less must be placed underground.

- (b) Pad-mounted transformers, utility connections, and meter boxes shall be screened and integrated into the site plan.

4.2 Circulation

4.2.1 Roadway Standards

The Specific Plan circulation system has been designed to meet the transportation demands of both the potential industrial users and the adjacent residential population, as well as to link with the city's existing roadway network.

Streets are classified according to their expected level of use in the following categories:

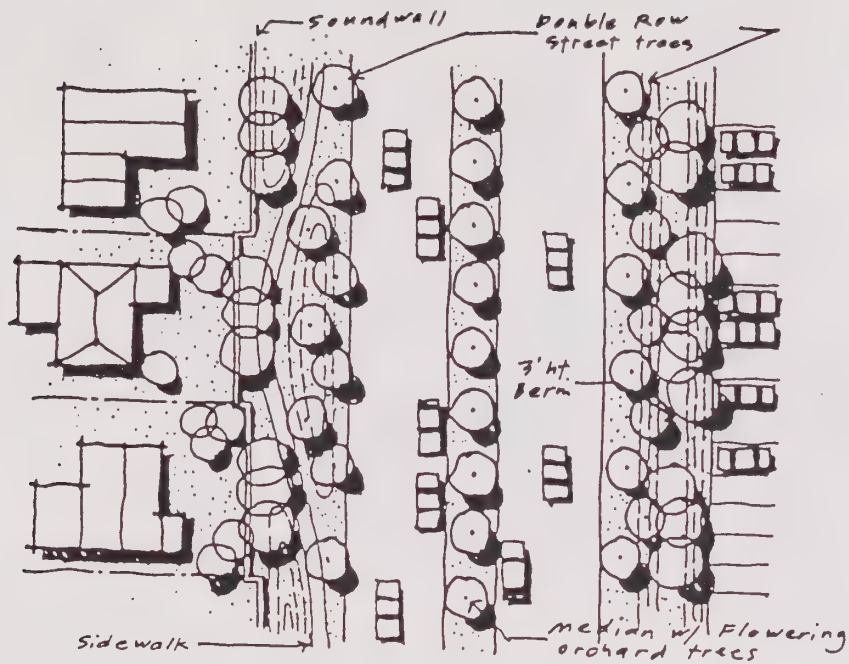
Table 4.2

Roadway Standards

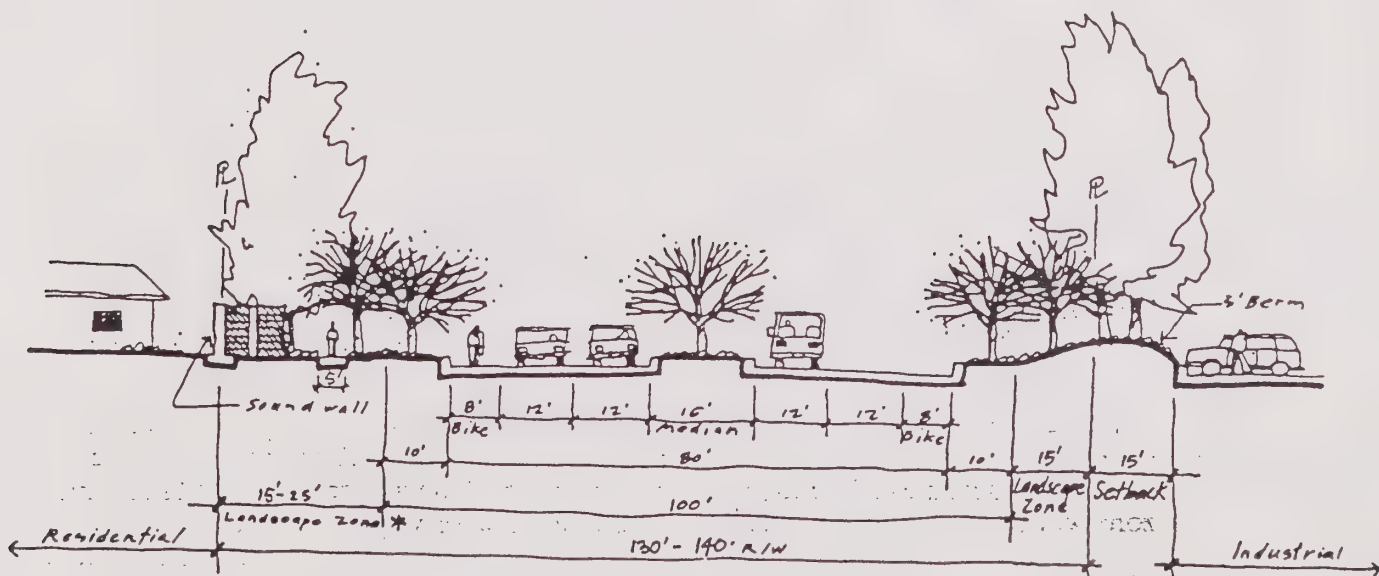
Major Arterial	4-lanes	80' Travelled Way (incl. 16' median/Left Turn lane)
Industrial Collector	2-lanes	44' Travelled Way

Details of the design cross section of these sheets are shown in Figures 4.3 through 4.6.

- (a) Precise alignments of the street system shall be established during the process for review and filing of subdivision maps. Local streets within the Specific Plan Area shall be established through the plan review procedure provided for in Chapter 5.
- (b) Circulation patterns should not encourage traffic to be routed through residential areas. Roadway layouts should discourage use of residential streets by industrial and commercial traffic.
- (c) Once development in the Industrial Specific Plan areas reaches 75 percent buildout (as measured by the standards listed in Section 4.1.2.3), MacArthur Drive will be widened to six lanes of through traffic. A portion of the adjacent 15-foot landscape zone will be utilized to provide the additional rights-of-way (Figure 4.4).
- (d) The ultimate alignment of Valpico Road at the intersection with MacArthur Drive shall curve such that through traffic east of MacArthur Drive will be discouraged. This improvement is intended to direct truck traffic northerly on MacArthur Drive away from the large lot residential developments to the east along Valpico and south along MacArthur Drive.



Plan

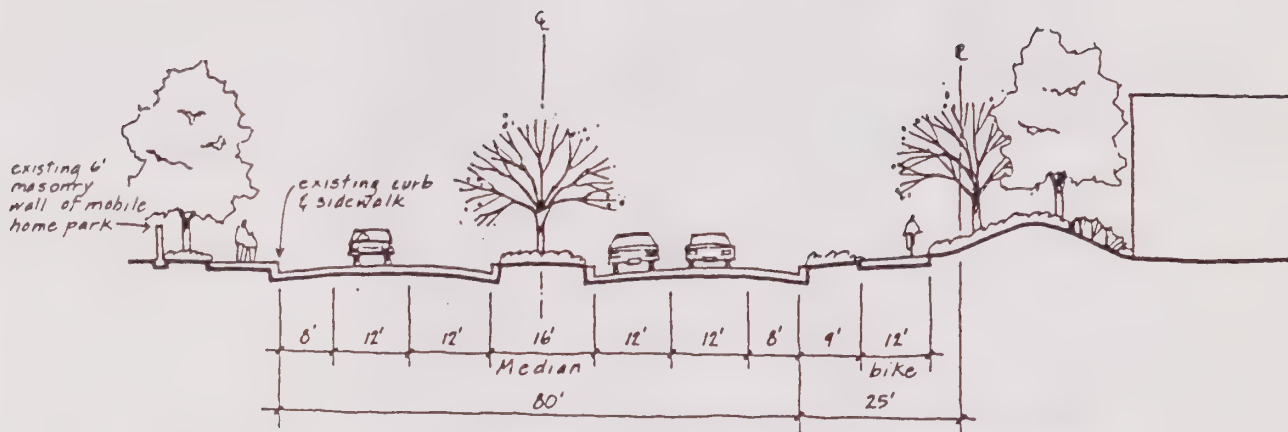


* Landscape zone varies with wall offsets

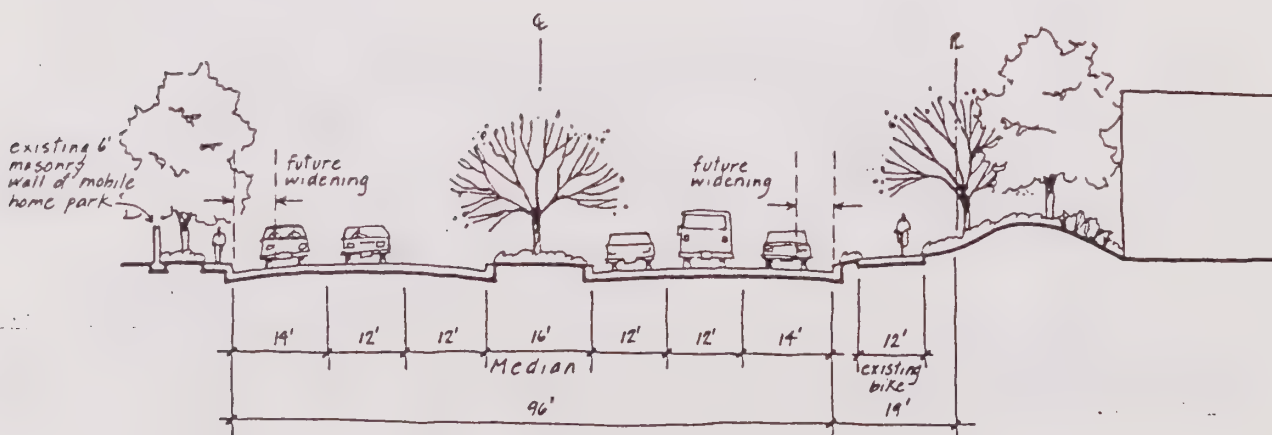
Section

Typical Major Arterial

Figure 4.3



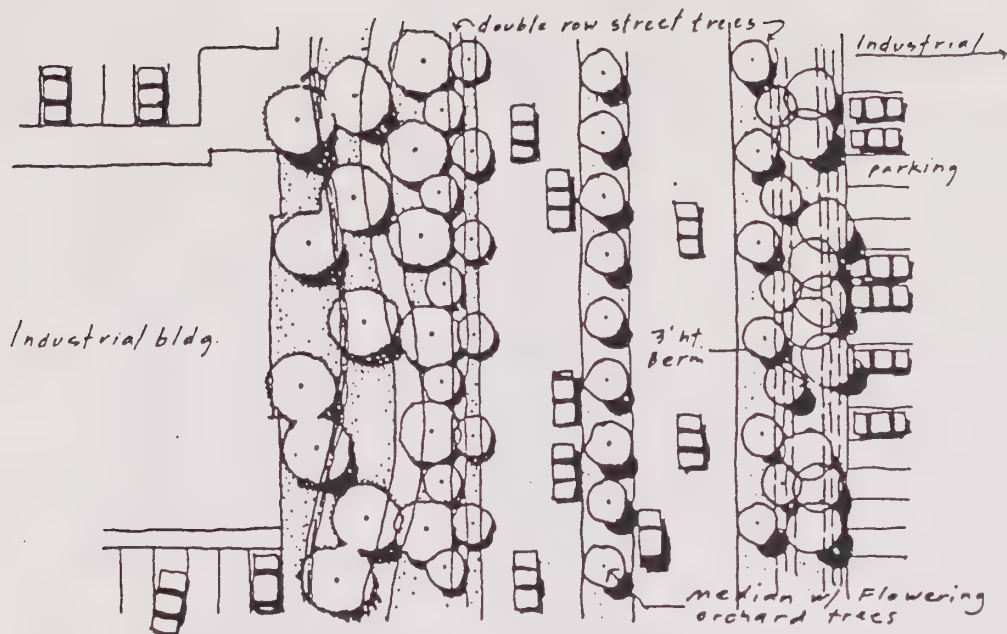
Phase I - 4 Lanes



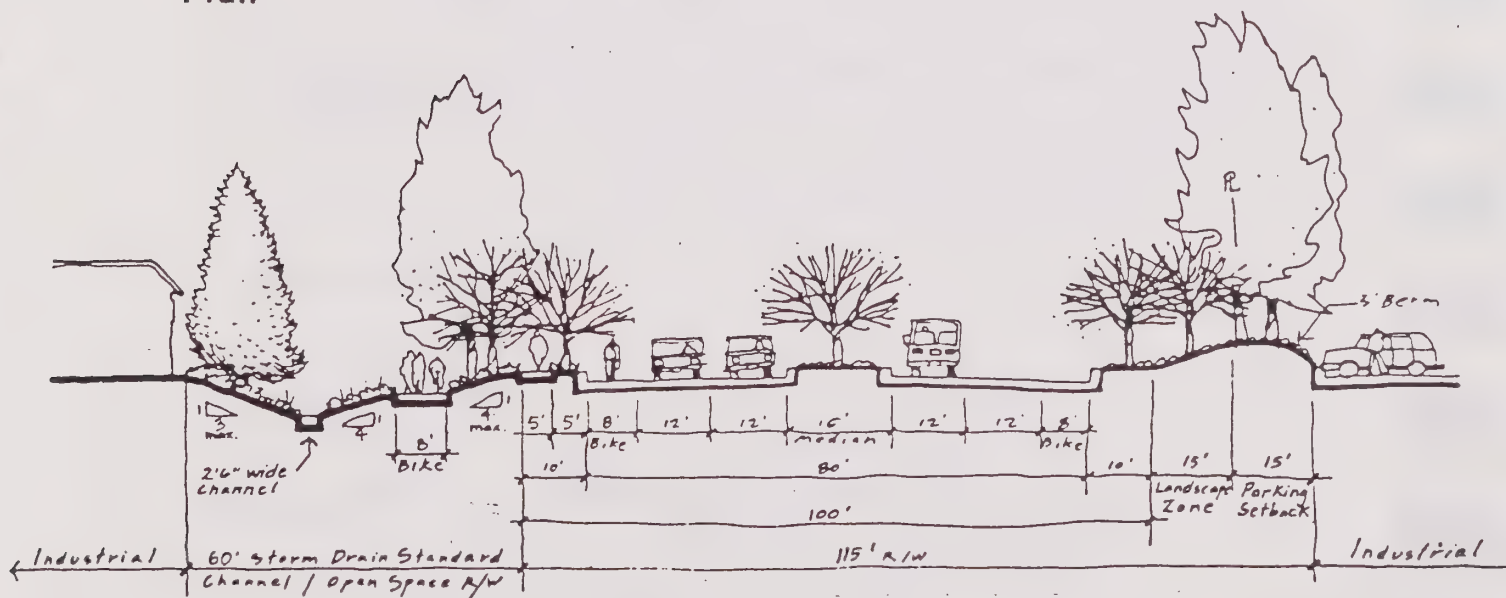
Phase II - 6 Lanes

Typical MacArthur Drive Section

Figure 4.4



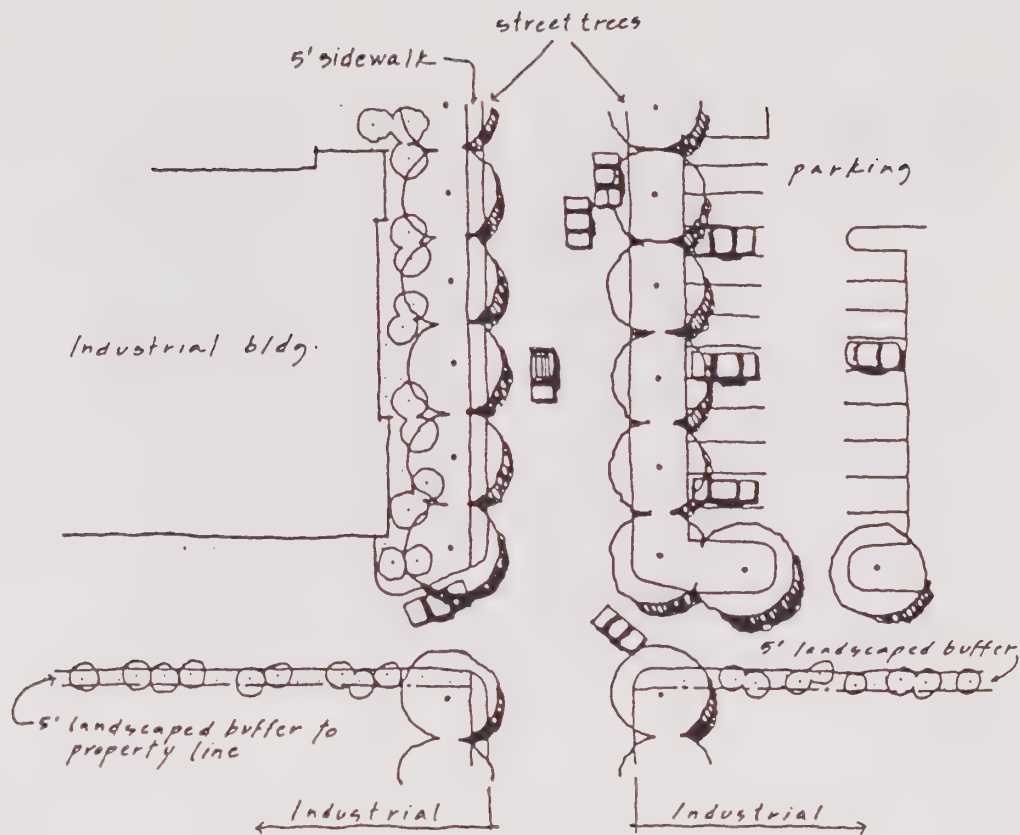
Plan



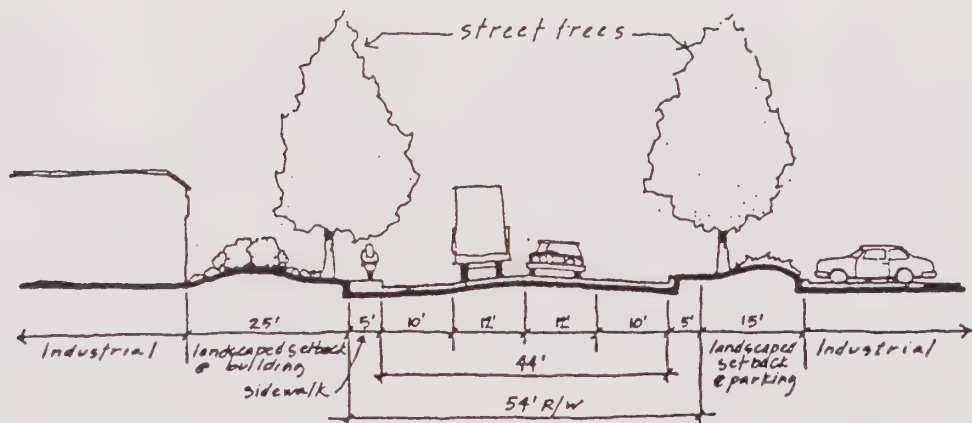
Section

Typical Major Arterial with Storm Drain Channel

Figure 4.5



Plan



Section

Typical Industrial Collector Street

Figure 4.6

4.2.2 Truck Routes

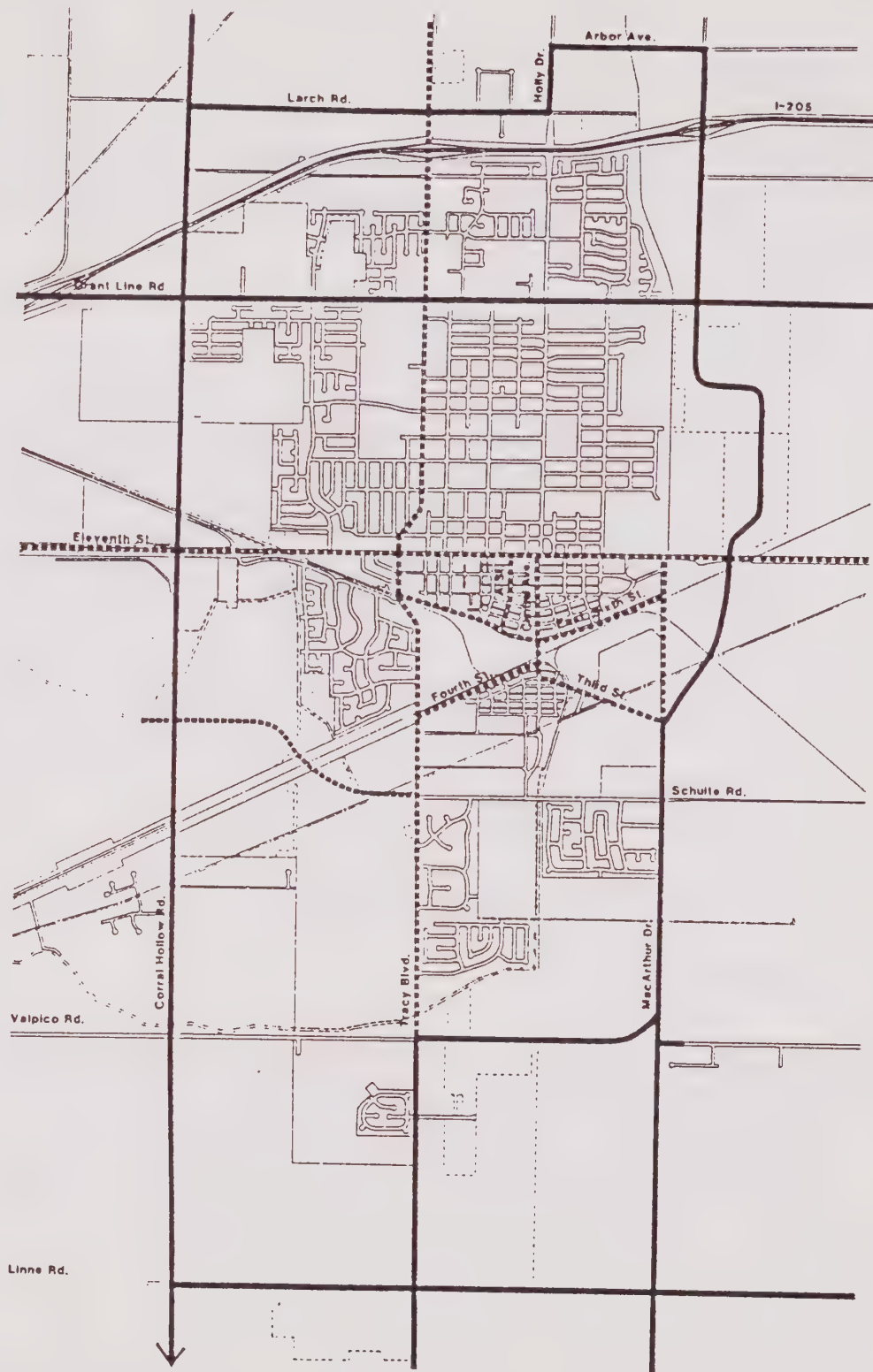
Figure 4.7 indicates a proposed network of Truck Routes within Tracy. Temporary Truck Routes are indicated in the central areas of the city which are to be used until the permanent truck routes are fully improved.

4.2.3 Driveway and Intersection Standards

- (a) Major Arterial Streets may have driveways to individual industrial parcels, but these should be carefully located so as not to impede the primary function of these streets, which is to carry through traffic. In general, parcels with frontage on major arterials should have their entryway on side streets if possible. If a parcel's only frontage is on the major arterial, every effort should be made to consolidate access at a single driveway. In general, the rate of access points to arterial roads should not exceed an average of 1 for every 660 feet. In the vicinity of busy intersections, driveways will have to be located further from the intersection than indicated in Figure 4.3.
- (b) With the approval of the Director of Public Works entries not requiring median cuts may be allowed at intermediate spacing of approximately 330 feet. In addition a ganged-driveway (see Figure 4.8) to two adjacent parcels may be used.
- (c) Industrial Collector Streets may have driveways serving individual industrial parcels. Each entry shall be a minimum of 25 feet in width.
- (d) Street intersections shall be off-set a minimum of 330 feet to ensure smooth and safe traffic flow. "T" intersections are encouraged over four-way intersections.

4.2.4 Intersection Signalization

Analysis of projected average daily traffic (ADT) volumes given buildout of the Specific Plans (Figure 4.9) indicates that signals will be required at the following intersections:



Tracy Industrial Area Specific Plan

TRUCK ROUTES

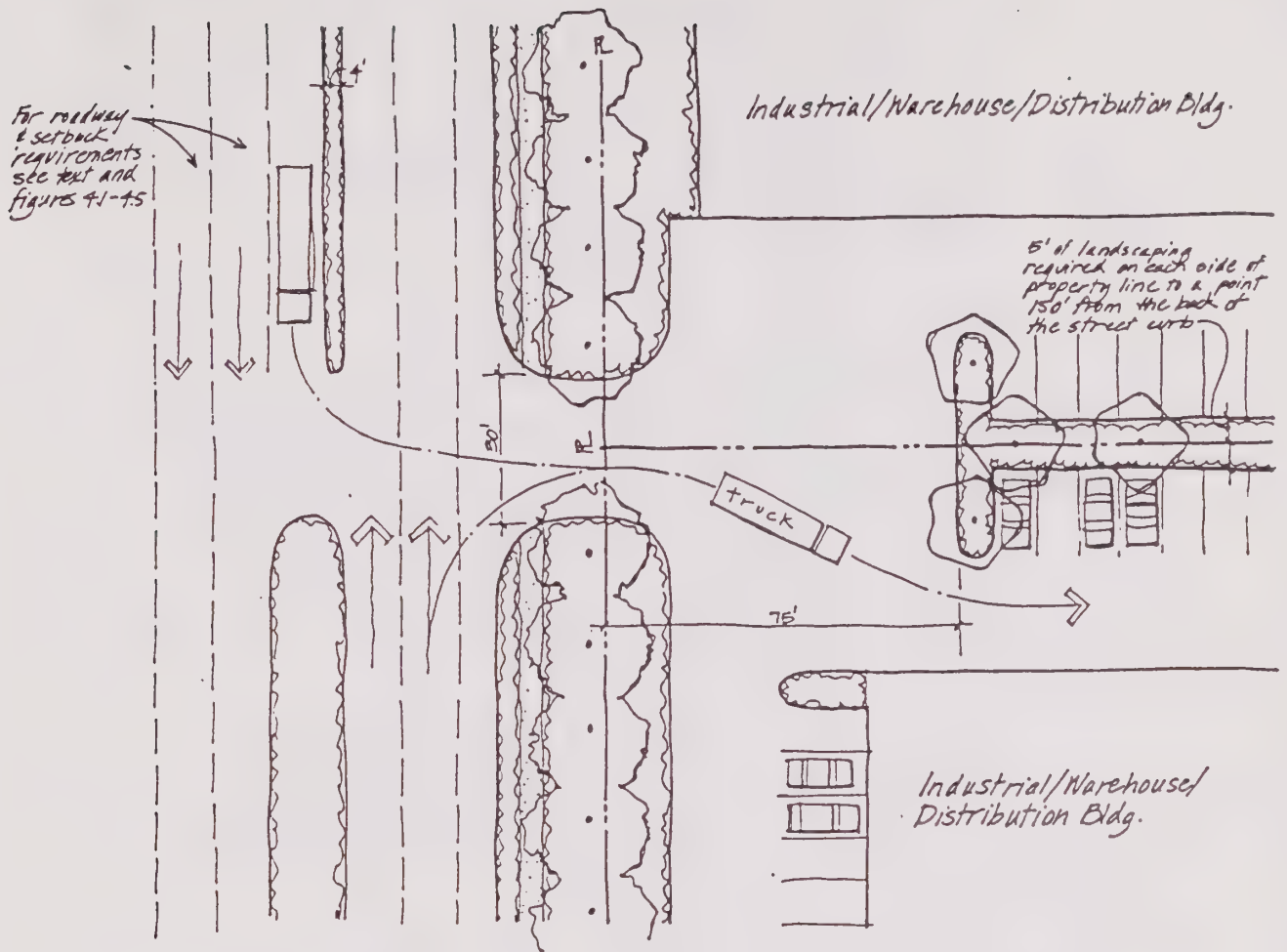
Prepared by
EDAW
in association with
Bartlett-Woods • DKS • Wooty & Horn

— Truck Routes
- - - - - Temporary Truck Routes

Scale: 1" = 400' 0"

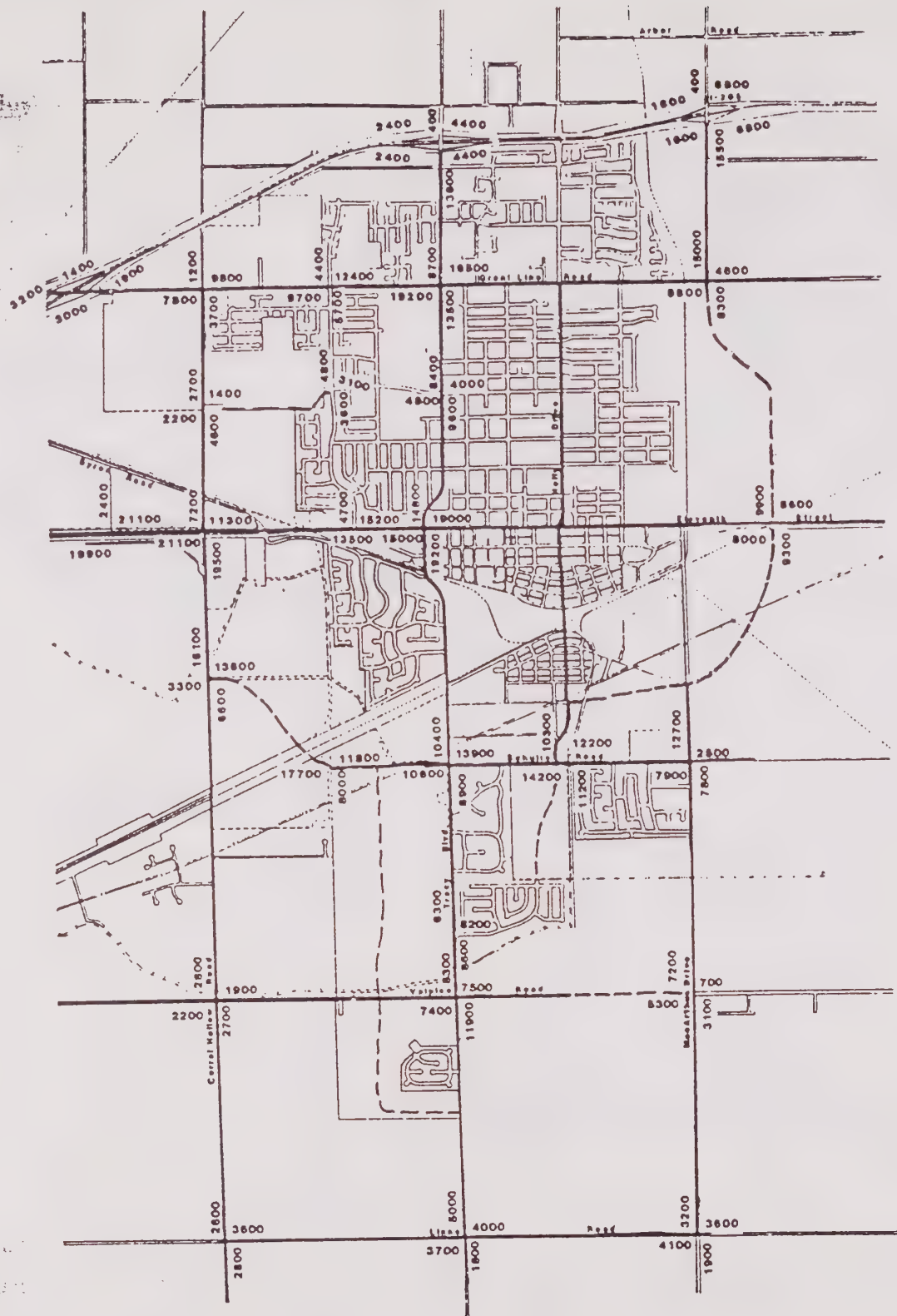
May 1988

Figure 4.7



Typical "Ganged" Driveway Development

Figure 4.8



Tracy Industrial Area Specific Plan

Prepared by
EDAW

In cooperation with
Barton-Macdonald • DKS • Wilbur & Smith



PROJECTED TRAFFIC VOLUMES

15000 Average Daily Traffic
(ADT) Levels at 50%
build-out

Figure 4.9

Industrial Areas Specific Plan

Mt. Diablo/MacArthur Drive
Schulte/MacArthur Drive
Valpico/Tracy Boulevard
Eleventh/MacArthur Drive
Grant Line/MacArthur Drive
Valpico/MacArthur Drive
Linne/Tracy Boulevard
Gandy Dancer/Tracy Boulevard

Residential Areas Specific Plan

Corral Hollow/Lowell Avenue
Lincoln/Lowell
Corral Hollow/Cypress Drive
Corral Hollow/Schulte
Sycamore/Schulte
Tracy Boulevard/Centre Court
Tracy Boulevard/Schulte
Central/Schulte
West Eleventh/New Byron Road

4.2.5 I-205 Improvements

Traffic analysis has shown that buildout of the Specific Plan and residential development in Tracy could lead to a significant increase of mainline traffic on I-205 and it will become necessary in the future to widen I-205 to at least three lanes in each direction. Sufficient rights-of-way exists for such a widening, but Caltrans has no projects programmed for I-205 at this time. City of Tracy officials should adopt a policy to pursue funding for the widening of I-205. Local officials should also work to promote traffic mitigation measures throughout the I-205 corridor, such as paratransit programs, to delay the need for this widening.

Freeway ramps will also be impacted by development in the Industrial Specific Plan areas. At 100 percent buildout, improvements will be required to the MacArthur Interchange as part of the Circulation Threshold system (refer to Section 4.1.2.1).

4.2.6 Railroad Crossing Design Criteria

4.2.6.1 At-Grade Railroad Crossings

Any roadways which cross railroads without grade separation should be designed to be as perpendicular as possible to the tracks. At-grade crossings should have appropriate signage and traffic control, per Caltran's Traffic Manual. Surface improvement standards at crossings should minimize jolts and vibrations to crossing automobiles.

4.2.6.2 Railroad Grade Separations

A railroad grade separation is proposed at the intersection of the new alignment of MacArthur Drive and Eleventh Street, with interim use of an at-grade crossing. Additionally, the at-grade crossing of the current alignment of MacArthur Drive and Eleventh Street shall be retained.

The design of railroad grade separations on Corral Hollow Road, Eleventh Street and Tracy Boulevard should conform to regulations contained in the Public Utilities Commission's General Order No. 26-C (which governs railroad bridge design) and the current Caltran's Highway Design Manual (which contains design criteria for roadways passing under railroads, bridges and overhead structures).

The following list of key criteria for all four grade separations is based on these two references as well as the circulation requirements of the City of Tracy:

- (a) Grade separations should have four travel lanes and sidewalks.
- (b) Maximum slope of the roadway should not exceed 5% and be provided with suitable transitions to continuing roadway grades.
- (c) Stopping sight distances and minimum roadway clearances shall conform to Caltran's standards.

4.2.7 Noise Standards

The following design guidelines shall apply to all uses within the Industrial Specific Plan areas to minimize noise impacts:

- (a) Where possible, avoid locating other noise-sensitive uses on sites with an exterior noise level greater than 60 dBA Ldn.
- (b) Ensure that new industrial projects are designed to minimize noise impacts on neighboring noise-sensitive areas. Reduced noise levels can be achieved with a combination of dense landscaping and additional setbacks where necessary. Refer to Section 4.1.2 for Environmental Performance Standards which pertain to noise standards.

4.3 Open Space

MacArthur Drive and Valpico Road will link with the City's open space network and will be improved to connect with the bikepath system. The following guidelines pertain to improvements in open space areas.

4.3.1 Streetscapes

4.3.1.1 General

- (a) The design of the streetscape should integrate, in a consistent and creative manner, plant materials, paths, landforms, soundwalls, lighting, furniture and signage to produce an attractive and functional environment.
- (b) Landscaping in the "Landscape Zone" along arterials will be installed by the developer at the time of the initial development of the property and will be maintained by the Lighting and Landscaping District. The developer will file a master landscaping plan for the arterial setbacks and the collector streets within the industrial subdivision at the time a tentative map is submitted (also refer to Section 4.1.3.4(b)). Collector street landscaping will be implemented at the time of development of each lot along the collector.
- (c) All landscaping should employ a mix of trees, shrubs, groundcovers and turf where appropriate. The plant palette should be relatively limited and applied in groupings of similar species rather than a few plants of many different species planted together. The use of water conserving plantings, such as California natives and drought tolerant trees, shrubs and turf is encouraged.
- (d) Live plant materials should be used in all landscaped areas. The use of gravel, colored rock, bark and other similar materials are not acceptable as a sole ground cover material.
- (e) The use of lawn substitutes is encouraged in all medians, parkways and drainageways. The use of turf should be minimized and reserved for areas of high use or visibility.
- (f) Automatic irrigation is required for all landscape areas. Plants should be watered and maintained on a regular basis. Irrigation systems should be designed so as not to overspray walks, buildings, parking areas, etc. The use of water conserving systems such as drip irrigation for shrub and tree planting is encouraged.
- (g) The solar rights of property owners should be protected from encroachment by any structures or vegetation in the medians, parkways and drainageways.

4.3.1.2 Street Trees

General

- (a) Tree plantings should indicate street hierarchy with larger trees along arterial streets and smaller trees on collector and residential streets.
- (b) Tree plantings shall be symmetrical and of the same species in the parkways on both sides of the streets. Treatment of the drainageway when adjacent to parkways shall complement this formalized row of trees.
- (c) One tree specie or pattern of species shall be planted consistently at regular intervals along the entire length of a street. Spacing interval shall be no greater than 50 feet on center.
- (d) Where trees are planted in medians, the plantings shall be continuous and at regular intervals. Spacing interval shall be no greater than 40 feet on center. Adequate light lines shall be maintained at intersections.
- (e) Different tree species should be planted along intersecting arterials or collectors.

Special Streets

- (a) The following list identifies recommended trees for the major streets that form the framework of the community. Use of these trees on other streets should not be extensive.

<u>Street</u>	<u>Parkway</u>	<u>Median</u>
Grant Line Rd.	Pistacia chinensis Chinese Pistache	Prunus serrulata cvs. Flowering Cherry
Corral Hollow Rd	Fraxinus holotricha 'Moraine' Moraine Ash	Pyrus calleryana 'Bradford' Bradford Pear
Eleventh St.	Pistacia chinensis Chinese Pistache	Malus cvs. Flowering Crabapple
Tracy Blvd.	Fraxinus oxycarpa 'Raywoodii' Raywood Ash	Pyrus calleryana 'Aristocrat' Aristocrat Pear
Schulte Rd.	Liquidambar styraciflua American Sweet Gum	Prunus serrulata cvs. Flowering Cherry
MacArthur Drive	Eucalyptus gunnii Cider Gum	Pyrus calleryana 'Bradford' Bradford Pear
Valpico Rd.	Celtis sinensis Chinese Hackberry	Malus cvs. Flowering Crabapple

4.3.1.3 Storm Drainageways and Landscape Zone Design

- (a) Landscape design at the drainageway and in the landscape zone should use a mix of trees, shrubs, ground-covers, vines and turf as appropriate, mixing conifers with deciduous and evergreen broadleaf species. See Figures 4.3 and 4.6.
- (b) Trees species planted in the parkway and median of the adjacent street shall be used at the drainageway and in the landscape zone, however these species shall not account for more than 50% of all trees in these areas.
- (c) Landscape design should integrate the paths with the plantings and berms. Paths should be gently curvilinear, flowing together with the soundwall. Paths and trees should not be located on top of berms. See Figure 4.3.
- (d) Plantings should be designed to restrict access to the channel from the industrial property and adjacent properties.
- (e) No facilities requiring plumbing connections (i.e., restrooms, fountains) shall be installed at the drainageway or in the landscape zone.

- (f) The following is a list of trees recommended for use at the drainageway or in the landscape zone.

<u>Botanical Name</u>	<u>Common Name</u>
Aesculus californica	California Buckeye
Alnus rhombifolia	White Alder
Casuarina cunninghamiana	River She-Oak
Casuarina stricta	Coast Beefwood
Catalpa speciosa	Western Catalpa
Pinus canariensis	Canary Island Pine
Pinus eldarica	Mondell Pine
Pinus pinea	Italian Stone Pine
Platanus racemosa	California Sycamore
Populus fremontii 'Nevada'	Nevada Male Cottonwood
Populus nigra 'Italica'	Lombardy Poplar
Quercus agrifolia	Coast Live Oak
Quercus lobata	Valley Oak
Quercus rubra	Red Oak
Schinus molle	California Pepper
Salix babylonica	Weeping Willow
Salix tortuosa	Corkscrew Willow
Umbellularia californica	California Bay

4.3.1.4 Pedestrian and Bicycle Paths

- (a) Bollards shall be installed at all intersections with streets to alert the pedestrian or cyclist and discourage vehicular access. Bollards should be removable to permit emergency access.
- (b) Bicycle paths should be constructed of asphaltic concrete.
- (c) Plantings should be designed and maintained to insure good visibility at intersections and prevent obstruction of paths.

4.3.1.5 Lighting and Street Furniture

Lighting

- (a) Illumination standards for arterial and collector streets should reflect the different right-of-way widths and functions.
- (b) Light fixtures and standards shall meet all safety standards and be employed throughout the length of each street. It is recommended that one lighting fixture style be employed for use on all streets.

Street Furniture

- (a) Benches, bollards, trash receptacles and other furnishings should be provided at appropriate locations in the open space network.
- (b) All furnishings should be resistant to the weather and vandalism.

4.4 Storm Drainage

The storm drainage system is one of the most important functional systems within the Industrial Areas Specific Plan. Because it relies on a network of drainage channels to transport storm flows, it is essential that siting, design and construction of each segment of the system be coordinated. Therefore, design guidelines are provided in this section which specify standards for implementing the open channel system proposed in the Storm Drainage Master Plan.

The plan also recognizes the ability of the Storm Drainage System to be an amenity to the surrounding community. An open space network is planned to be adjacent to storm channels and include bicycle and pedestrian pathways.

4.4.1 Channel Design Standards and Dedication Requirements

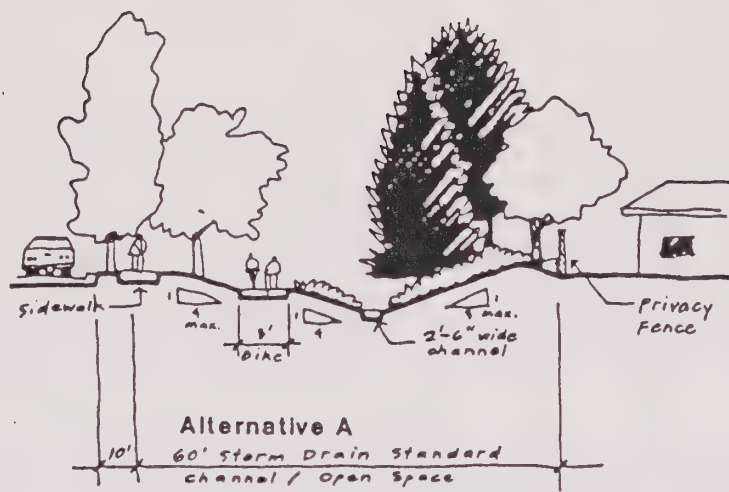
- (a) The main network of the Storm Drainage System is to be comprised of open channels. The top width of the open channel shall be approximately 53 feet with a bottom depth of six feet. The channel bottom will have a 2-1/2 foot wide concrete gutter section for low flows. Slope of the channel shall not be less than 0.25% and a velocity of not less than 2.0 feet per second, nor greater than 6.0 feet per second under storm flow conditions.
- (b) Where a storm drainage line is required to remove water from tributaries off a main drainage trunk line or from trapped drainage areas, a pipe line is permitted. When such a line is within an open space network, a 35-foot right-of-way is required (Figure 4.11). Outside the open space network, a 20-foot right-of-way is required, which can be located within subdivision street right-of-way when hydraulically possible.
- (c) Where roadways pass over the storm drainage system, low profile culvert sections may be used. Each crossing should be designed to convey the peak storm discharge and conform to any existing underground facilities. Construction of these crossings will either be by the open cut method or by the jacking method depending upon the particular site conditions.



Gateway Concept at Major Arterial

Eleventh St. at Mac Arthur Dr.

Figure 4.10



Storm Drain Channel-Section



Storm Drain Channel-Section

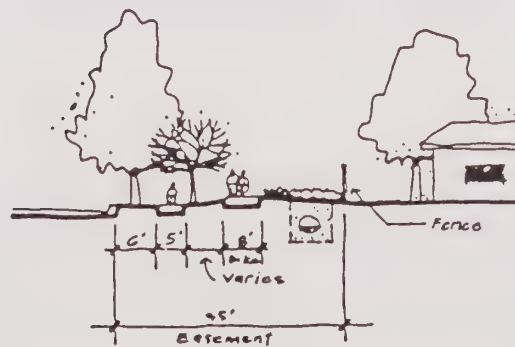


Figure 4.11

- (d) Channels that are adjacent to industrial properties will require pipe undercrossings at each driveway ingress-egress location. These locations will be in accordance with the driveway standards set forth in Section 4.2.2.
- (e) In accordance with the Storm Drainage Master Plan, the channel is designed to carry the peak flow discharge of the 100-year storm recurrence with one foot of freeboard.
- (f) The hydrology and hydraulic design of the channel shall be in accordance with the City of Tracy's standards as described in the Storm Drainage Master Plan. The hydraulic design of the intact system should be designed to the hydraulic gradients established by the Master Storm Drainage System. In no case shall the elevations of the rights-of-way lines and the top of curb elevations be less than the hydraulic gradient of the conveyance system for the 100-year and 10-year storm recurrence, respectively. Special designs may be considered by the City only if the above design considerations are demonstrated to be unobtainable.
- (g) All construction and materials required for the storm drainage system and any related appurtenance shall be designed to any and all City of Tracy Standard Specifications and Plans.
- (h) Any pumping stations that would be required to conform to City adopted policies shall be designed to provide an equivalent level of service as that of a gravity flow system. All pumping facilities shall have the required detention storage and standby power generators to maintain the proper level of service as determined by the City Engineer.
- (i) Design new facilities to incorporate and/or integrate with existing facilities where possible.
- (j) Investigate the feasibility of integrating or interconnecting the westside outfall facility (Basin #1 to sugar cut) with the existing T.B.A.D. outfall at Tracy Blvd., north of I-205.

4.4.2 Interim Facilities

The basic phasing technique in linking together non-sequential development patterns is to begin constructing the storm drainage network from the outfall (Sugar Cut) and proceed upstream with the construction. As the storm drainage channel passes each parcel it can be developed.

The provision of interim storm drainage detention facilities while the network is under construction is discouraged. Interim facilities will only be allowed when the following provisions can be met:

- (a) The City Engineer finds a compelling reason to allow the construction of such facilities as they will be easily incorporated into the City's master storm drain system within 4 years.
- (b) The detention facility will be constructed as a segment of the adopted drain channel and it will lie entirely within the property to be served. Interim ponds other than segments of the adopted channel may only be constructed on parcels not mapped to be crossed by said channels.
- (c) The proponent can provide detention of the amount of runoff required by the City Engineer.
- (d) If a planned storm drainage channel lies on the parcel, the developer may build that segment and use it to the hydraulic capacity of the detention facility, based on criteria and review by the Director of Public Works.
- (e) If the parcel does not contain a segment of the storm drainage system or it contains a segment not large enough to hold the required capacity, the developer may build a detention facility for storm water drainage. Such an interim facility should be allowed only after full use is made of whatever segment of the drainway is accessible to the developer.

4.5 Utilities

Within industrial subdivisions sewer and water systems shall be designed in accordance with the City of Tracy's Master Plans and Standard Specifications and Plans. Also refer to the siting requirements discussed in Section 4.1.3.7.

5. IMPLEMENTATION: FINANCING AND PERMITTING

5.1 Permit Processing

The permit process described below applies to all developments proposed within the Industrial Specific Plan areas. Figure 5.1 is a graphic illustration of this process from design concept to approval of the building permit. Each element of the permit process is described in greater detail in the Tracy Municipal Code; the appropriate Municipal Code section numbers are referenced with the discussion below.

5.1.1 Preliminary Sketches (Sec. 10-3.306)

Prior to preparation of a tentative map, an informal review of the proposed development concept with the Community Development Department is suggested. This should be submitted in the form of a preliminary subdivision map. It should include preliminary subdivision layouts and proposed design solutions to Specific Plan requirements.

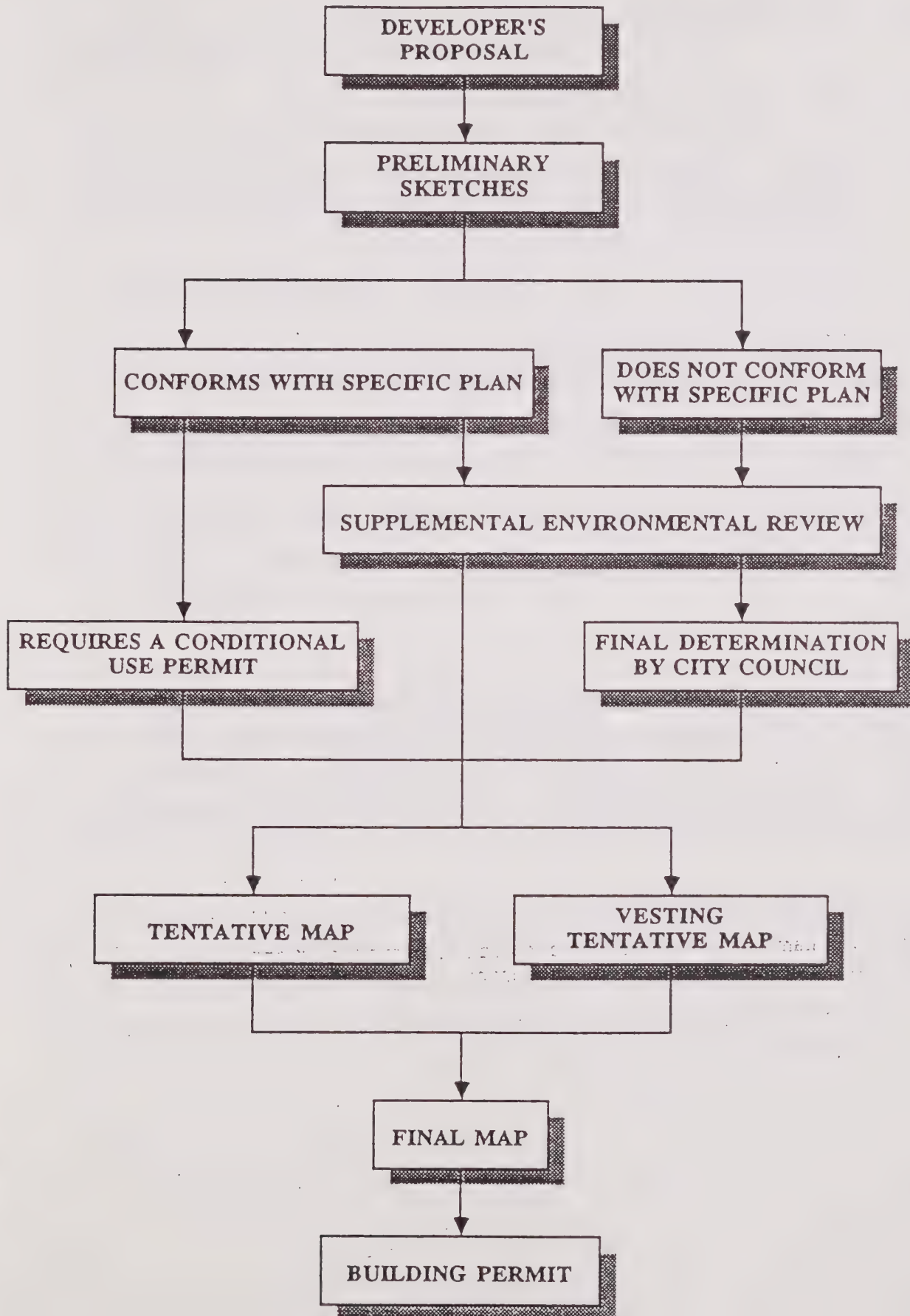
5.1.2 Tentative Maps (Sec. 10-3.310)

Once a development plan is complete, a tentative map must be submitted to the Community Development Department.

All tentative maps when filed shall furnish, either on the drawings or in an accompanying statement, the following information and data:

- (a) The tract name and number, date, north point, basis of bearing, scale, sufficient description to define the location and boundaries of the proposed tract, and sufficient elevations or contours to determine the general slope of the land;
- (b) The names and addresses of the record owner, subdivider, and engineer, surveyor, or other persons who prepared the map;
- (c) The location, names and existing widths of all adjoining and contiguous highways, streets, and ways and the location, names and tract numbers of all adjoining subdivisions;

Figure 5.1
SPECIFIC PLAN PERMIT PROCESSING



- (d) The location, names, widths, and approximate grades of all roads, streets, highways, and ways in the proposed subdivision, including those proposed to be offered for dedication;
- (e) The approximate widths, location, purpose of all existing easements within or adjacent to the proposed subdivision and of easements proposed for subdivision;
- (f) The approximate lot layout, with the approximate dimensions of each lot, and each lot numbered consecutively through the subdivision or by blocks;
- (g) The approximate location of any buildings, structures or trees with respect to the existing or proposed street or lot lines and the approximate location of all areas subject to inundation or storm water overflow, with the direction and flow of all watercourses, together with the proposed drainage plans, if any;
- (h) The proposed use of the lots, with indications as to the intended commercial, industrial, or other uses;
- (i) The types of streets, utilities, sewage disposal, and other improvements proposed to be installed, all in accordance with the specifications of the City;
- (j) Statements as to the public areas, tree planting, and street lighting proposed, if any, together with the restrictive covenants proposed to be recorded, if any.

If the Specific Plan requires certain improvements the proposed subdivision must provide them and must show them on the tentative map. Otherwise, the City must deny the map because it will not be consistent with the Specific Plan or condition the map to include Specific Plan improvements.

The Community Development Department shall distribute copies of the tentative map to the City Engineer and to any other City officials and department, or other public agencies, as they deem advisable. Recommendations by these officials or departments to the Design Review Committee must be made within 15 days. Notice of the filing of the tentative map must be sent to the appropriate school districts within 10 days of the filing of the map.

Within thirty (30) days after the filing of the tentative map the Community Development Department shall submit a written report of the tentative map to the Planning Commission. This report must make express findings of consistency with the Specific Plan as a prerequisite to approval of the tentative map. A copy of this report shall be served on the subdivider at least two days prior to any hearing or action on the map.

At the next regular meeting of the Planning Commission following the submittal of the written report, the Planning Commission shall fix the meeting date at which the tentative map will be considered. This date shall be within 30 days, but may not exceed 50 days from the filing of the written report. At that time the Planning Commission shall approve, conditionally approve, or disapprove the tentative map.

An approved or conditionally approved tentative map shall expire 24 months after its approval or conditional approval, or after time extensions not to exceed 12 months. Government Code Section 66452.6 provides additional information on time extensions for tentative maps.

5.13 Vesting Tentative Maps (new reference)

Recent revisions to the Subdivision Map Act have established a new form of tentative map for subdivisions in California--the "Vesting Tentative Map." The rights accruing to a subdivider upon approval of a vesting tentative map are expressly deemed to constitute "vested rights" to proceed with the development in substantial compliance with the local ordinances, policies and standards in effect at the time the application for approval of the vesting tentative map is deemed complete. (Curtin, 1985.) Because these vested rights can be in effect up to two years beyond the recording of the final map, the vesting tentative map statute offers developers a degree of assurance not previously available.

The vesting tentative map process starts when the subdivider files a tentative map with the words "Vesting Tentative Map" presented conspicuously on the face of the map. The City must process it as a vesting tentative map and cannot deny it solely because it is one. The City may, in adopting its implementing procedures, require the subdivider to supply additional information at the outset, before the map is processed. However, vesting tentative maps are processed with same procedure as tentative maps.

Beginning January 1, 1988, nonresidential developments may file vesting tentative maps.

5.1.4 Final Maps (Sec. 10-3.401 - Sec. 10-3.411)

Prior to the expiration of the Tentative Map, a Final Map should be submitted to the Department of Public Works. This map shall be prepared by either a registered civil engineer or licensed land surveyor and must conform with the Tentative Map as it was approved or conditionally approved.

The form and contents of the Final Map shall conform to the requirements of Municipal Code Sections 10-3.402 through 10-3.408.

Upon receipt and review of the Final Map the City Engineer, or any other designated engineer, will attach a certificate to the map which certifies that the map has been examined, that the subdivision as shown is substantially the same as it appears on the tentative map, that all provisions of the Map Act and of any local ordinance applicable at the time of approval of the tentative map (including the Specific Plan), have been complied with, and that the map is technically correct.

The Final Map is then forwarded to the Planning Commission and subsequently the City Council for approval.

5.1.5 Improvement Agreements (Sec. 10-3.601 - Sec. 10 - 3.607)

In all cases, the subdivider will enter into an "improvement agreement" and post the necessary bond when the Final Map is submitted for approval to the City Council.

These agreements are security to assure the City that improvements will indeed be made and shall apply to:

- (a) grading and paving of streets
- (b) construction of curbs and sidewalks
- (c) subdivision drainage structures
- (d) sanitary sewer system connections
- (e) storm drainage channels and piped segments
- (f) water mains and hydrants
- (g) railroad crossings where included in subdivision
- (h) street trees, street lighting, and street landscaping

The agreement should be considered as a condition of approval of the Final Map. Plans for each of the improvements listed above shall be submitted prior to the approval of the Final Map and all construction details must conform with the Specific Plan and other City Standard Plans and Specifications.

The City may only impose those conditions which are in effect at the time the application for the tentative map has been completed. Furthermore, conditions which could have been placed on a tentative map cannot be placed on subsequent permits for construction.

5.1.6 Building Permits

Following approval of the final map, development proposals may apply for building permits through the Building Department. All structures must comply with the currently adopted edition of the Uniform Building Code.

Before a building permit shall be issued for any building or structure, the Building official shall determine that the proposed building location, facilities, and improvements are in conformity with the approved final map and its specified conditions. Before a building may be occupied, the Building Official shall certify that the site has been developed in conformity with the final map.

5.1.7 Conditional Use Permits (Sec. 10-2.3401 - Sec. 10-2.3419)

Land uses which are permitted within the Industrial Specified Plan areas are listed Section 4.1.1. Specified conditional uses shall be permitted subject to the approval of a Conditional Use Permit. Because these uses are potentially disruptive with the surrounding uses, conditional uses require special consideration and may necessitate imposition of certain conditions on the development.

The process for applications for Conditional Use Permits is discussed in the Municipal Code.

5.1.8 Project Proposals and the California Environmental Quality Act

5.1.8.1 Commercial/Industrial Projects

An Environmental Impact Report (EIR) has been prepared which addresses the potential impacts of the nonresidential uses allowed by this Specific Plan. This EIR only identifies the impacts of the amount and mix of development of several alternative development scenarios which could occur within the guidelines of the Specific Plan. If individually proposed projects are within this prescribed level of development, then a Negative Declaration may be granted and no additional environmental review process would be required. If additional impacts are identified, supplemental environmental review, such as an EIR focused on environmental pollutants or traffic generation, will be required. General impacts which are addressed in the Specific Plan EIR should be included in supplemental EIRs by reference.

5.1.9 Development Agreements

Development Agreements give assurances to applicants for a development project that upon approval of the project, an applicant may proceed with the project in accordance with existing policies, rules and regulations. They are intended to strengthen the public planning process, encourage private participation in comprehensive planning and reduce the economic costs of development.

- (a) The City of Tracy may enter into a development agreement with any person having a legal or equitable interest in real property. The City shall, upon request of an applicant, by resolution or ordinance, establish procedures and requirements for the consideration of development agreements upon application by, or on behalf of, the property owner or other person having a legal or equitable interest in the property.
- (b) The City may recover from applicants the direct costs associated with adopting a resolution or ordinance to establish procedures and requirements for the consideration of development agreements.
- (c) The City shall undertake periodic review at least every twelve months, at which time the applicant or successor shall be required to demonstrate good faith compliance with the terms of the agreement. If, as a result of such periodic review, the local agency finds and determines, on the basis of substantial evidence, that the applicant or successor has not complied in good faith with terms or conditions of the agreement, the City may terminate or modify the agreement.

- (d) According to the California Government Code (Sections 65864 through 65869.5), a development agreement shall specify the duration of the agreement, the permitted uses of the property, the density or intensity of use, the maximum height and size of proposed buildings, and provisions for reservation or dedication of land for public purposes. The development agreement may include conditions, terms, restrictions and requirements for subsequent discretionary actions, provided that such conditions, terms, restrictions and requirements for subsequent discretionary actions shall not prevent development of the land for the uses and to the density or intensity of development set forth in the agreement. The agreement may provide that construction shall be commenced within a specified time and that the project or any phase thereof be completed within a specified time.

The agreement may also include terms and conditions relating to applicant financing of necessary public facilities and subsequent reimbursement over time.

- (e) Unless amended or canceled, a development agreement shall be enforceable by any party notwithstanding any change in any applicable general or specific plan, zoning, subdivision or building regulation adopted by the City.
- (f) Unless otherwise provided by the development agreement, rules, regulations and official policies governing permitted uses of the land, governing density and governing design, improvement, and construction standards, and specifications applicable to development of the property subject to a development agreement, shall be those rules, regulations and official policies in force at the time of execution of the agreement. A development agreement shall not prevent the City, in subsequent actions applicable to the property, from applying new rules, regulations and policies which do not conflict with those rules, regulations and policies applicable to the property as set forth herein, nor shall a development agreement prevent the City from denying or conditionally approving any subsequent development project application on the basis of such existing or new rules, regulations or policies.
- (g) A public hearing on an application for a development agreement shall be held by the Planning Commission and by the City Council. Notice of intention to consider adoption of a development agreement shall be given in addition to any other notice required by law for other actions to be considered concurrently with the development agreement.
- (h) A development agreement is a legislative act which shall be approved by ordinance and is subject to referendum. A development agreement shall not be approved unless the City Council finds that the provisions of the agreement are consistent with the General Plan and the Tracy Industrial Areas Specific Plan.
- (i) A development agreement may be amended or canceled in whole or in part by mutual consent of the parties to the agreement or their successors. Notice of intention to amend or cancel any portion of the agreement shall be given. An amendment to an agreement shall be approved by ordinance and subject to referendum.

- (j) No later than ten (10) days after the City enters into a development agreement, the City Clerk shall record with the County Recorder a copy of the agreement. From and after the time of the recordation, the agreement shall state such notice. The burdens of the agreement shall be binding upon, and the benefits of the agreement shall inure to all successors in interest to the parties of the agreement.
- (k) In the event that state or federal laws or regulations, enacted after a development agreement has been entered into, prevent or preclude compliance with one or more provisions of the development agreement, such provisions of the agreement shall be modified or suspended as may be necessary to comply with such state or federal laws or regulations.

5.2 The Financing Plan

The Financing Plan which is presented in this section is a key element of the Specific Plan Implementation Program. It provides the funding strategy for building the capital improvements which are required by the Industrial Areas Specific Plan and is linked to the improvements needed to also implement the Residential Areas Specific Plan. Because the Financing Plan will continue to evolve as design and construction details are prepared, the discussion in this report is generalized. Greater specificity is provided in a separate detailed finance plan.

5.2.1 Capital Financing Methods

5.2.1.1 Assessment Districts

An assessment district is a financing tool only, rather than a separate political agency or authority. It allows the city to construct public improvements and spread the costs of the improvements to the benefited properties within the district. A variety of improvements can be financed, such as water, sewer, drainage and flood control, streets, sidewalks, and lighting. The costs must be spread in proportion to the benefit each property receives from the improvements. Assessments may be paid in cash by the property owners, or bonds can be sold which are secured by the assessments.

All construction done with assessment financing must be public works construction, following all the laws applicable to city-awarded and city-administered construction contracts. Completed projects, built by a developer to acceptable city standards, may also be acquired by a city using this same assessment financing. This approach is often called an "acquisition district."

Assessment bonds can be issued under one of two statutes--the Improvement Act of 1911 (Streets and Highways Code Section 5000-6794) or the Improvement Act of 1915 (Streets and Highways Code Section 8500-8887). Implementation of assessment financing must follow specific procedures set forth in either the 1911 Act or the Municipal Improvement Act of 1913 (Streets and Highways Code Section 10000-10610). Under the 1911 Act each bond is a lien against a specific parcel of real property. The bondholder can foreclose on the property in the event of default. Under the 1915 Act, all bonds are secured by all properties within the assessment district's boundaries. Most assessment financing today is done under 1913 Act proceedings and 1915 Act bonds.

The security for assessment bonds is the lien on the property established by the assessment proceedings. An assessment lien is a first lien on property, superior to any subsequent assessments or mortgages. Assessment installments are billed on the annual property tax bills. They are payable, become delinquent, and are subject to the same penalty and recovery laws as general property taxes. In addition, when the bonds are issued, the city covenants to commence superior court foreclosure proceedings within a specific period (usually 150 days) following the delinquency of any installment.

Assessment districts have been in use for many years, as shown by the dates of the statutes. Assessment bonds--both 1911 Act and 1915 Act--are well-accepted in the bond market. Certain bond underwriters specialize in the marketing and distribution of assessment bonds. The interest rate on assessment bonds depends on the credit of the particular issue and the general level of interest rates when the bonds are sold. A solidly structured assessment bond can be marketed at attractive rates. Credit considerations include:

- (a) Value-to-lien ratio: The ratio of the assessed or appraised value of the property to the assessments must be sufficient to secure the bonds. As a general rule this ratio should be at least 3:1.
- (b) Nature of development:
 - Improved vs. unimproved lots
- (c) Size of parcels and number of property owners; financial condition of developers in developer-owned districts

- (d) Tax delinquency rates
- (e) Structure of bond issue:
 - Term of the bonds
 - Reserve fund

5.2.1.2 Development Fees

A development fee is a one-time fee on new construction levied at the time development takes place. It is designed to recapture in part the costs which have been incurred in advance of development in order to make it possible for the property to develop. The sizing of such fees can be based on a wide variety of approaches. Their intent is to prevent new development from draining the resources of the existing city for new development purposes at the expense of the maintenance and improvement of existing facilities. This report does not recommend development charges on industrial developments.

Recent state legislation allows school districts to impose development fees up to a maximum rate of \$1.50 per square foot for residential property and \$0.25 per square foot for commercial and industrial property. The state will assume, in future state funding for school construction, that such fees have been levied at the maximum rates, and that the funds collected are available for school construction.

5.2.2 Financing Plan

The financing plan includes the following elements:

- (a) The improvements to the existing wastewater treatment system and the cost of providing service facilities to the industrial areas will be financed through Assessment District 84-1.
- (b) The new water system consisting of several storage facilities, as well as a new network of water mains, will be paid for by a traditional assessment district over both the Industrial and Residential Specific Plan areas.
- (c) The cost of infrastructure adjacent to industrial development will be paid for by small assessment districts covering the industrial development and will be treated as an on-site improvement initially financed by the developer.

- (d) The plan proposes no Mello-Roos tax on industry.
- (e) The finance plan addresses the effects of inflation by allowing for the annual adjustment of the builder fee according to a recognized index of inflation.
- (f) The finance plan delays the expense of acquiring land for right-of-ways by deferring the payment for those acquisitions until the latter years of the plan. Developers would be paid for the value of the land plus interest earned during the years of deferment of payment.

A summary of the Residential Areas Specific Plan capital improvement plan is as follows (in \$ millions):

<u>Project</u>	<u>Total</u>	<u>Year</u> <u>1</u>	<u>Year</u> <u>2</u>	<u>Year</u> <u>3</u>	<u>Year</u> <u>4</u>	<u>Year</u> <u>5</u>	<u>Year</u> <u>6</u>	<u>Year</u> <u>7</u>	<u>Year</u> <u>8</u>
Streets	16.473	0.500	5.760	1.769	1.715	1.003	1.181	3.236	1.308
Drainage	16.293	0.100	0.062	2.972	2.587	2.781	5.660	0.0	2.131
Parks	14.540	0.0	0.0	3.340	0.950	1.050	1.050	1.625	6.525
Govt. Bldgs.	2.895	0.0	0.0	0.200	1.490	0.100	0.585	0.520	0.0
Water	21.180	21.180	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Community Park	6.500	6.500	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Schools	69.180	0.900	12.980	16.380	13.440	14.560	6.900	4.000	0.0
TOTAL	147.061	29.180	18.802	24.661	20.182	19.494	15.376	9.381	9.965

The following portion of the infrastructure costs will be financed within the Industrial Areas Specific Plan:

<u>Project</u>	<u>Total</u>	<u>Year</u>							
		<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>
Streets	7.420	0.0	0.188	0.0	0.0	0.0	0.0	1.670	5.562
Drainage	2.412	0.0	0.0	0.0	0.0	0.0	2.412	0.0	0.0
TOTAL	9.830	0.0	0.188	0.0	0.0	0.0	2.412	1.670	5.562

In addition to the above the Industrial Areas will participate with the Residential Areas in paying for the 18.0 million dollars of water system improvements through the aforementioned proposed assessment district.

5.2.2.1 Infrastructure Improvements and Cost Allocations

In order to appropriately allocate the estimated costs of infrastructure improvements according to amount of benefit derived by each user, the following calculations and policies were made.

Definitions:

<u>Industrial:</u>	Industrial Specific Plan Finance and Implementation Plan
<u>Developer:</u>	Fronting property owner who has the burden for one lane, parking strip, curb/gutter and landscaping and pedestrian way.
<u>Residential:</u>	Residential Specific Plan in-lieu fees. Refer to Residential Specific Plan Implementation and Infrastructure Phasing Plan.

ARTERIAL STREETS

Areas of Benefit:

Northern Benefit Zone: MacArthur Drive, north of its intersection with Schulte Road.

Southern Benefit Zone: Roadways included in the area south of Schulte Road and its extension east and west.

Northern Benefit Zone:

MacArthur Drive:

Schulte Road to Third Street
(4 lanes and cemetery frontage)

Developer:	\$460,000
Residential and City:	\$1,180,000

Third Street to Eleventh Street
(60' ROW/24' paved)

Industrial:	\$1,045,000
Residential:	\$1,045,000

Eleventh Street to Grant Line Road

Developer:	\$2,520,000
Residential:	\$1,960,000

Grant Line Road to Pescadero	Developer:	\$450,000
Pescadero to I-205	Industrial:	\$500,000

Signalization:

MacArthur Drive at Grant Line Road	Industrial:	\$188,000
MacArthur Drive at Eleventh Street	Industrial:	\$188,000
MacArthur Drive at Mt. Diablo	Industrial:	\$188,000
MacArthur Drive at Schulte Road	Industrial:	\$188,000

SUBTOTAL NORTHERN BENEFIT ZONE:	Industrial:	\$2,097,000
	Developer:	\$3,430,000
	Residential:	\$4,185,000

Southern Benefit Zone:

MacArthur Drive:

Schulte Road to Valpico Road	Industrial:	\$2,130,000
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Valpico Road:

MacArthur Drive to Tracy Boulevard	Industrial:	\$1,670,000
	Developer:	\$650,000

Tracy Boulevard:

Valpico Road to Linne Road	Industrial:	\$830,000
	Developer:	\$830,000
	Residential:	\$415,000

Linne Road:

Tracy Boulevard to Corral Hollow Road (Right-of-Way)	Industrial:	\$141,000
	Developer:	\$66,000

Signalization:

Valpico Road at MacArthur Road	Industrial:	\$188,000
Tracy Boulevard at Valpico Road	Industrial:	\$188,000
Linne Road at Tracy Boulevard	Industrial:	\$188,000
Tracy Boulevard at Gandy Dancer	Industrial:	\$188,000

SUBTOTAL SOUTHERN BENEFIT ZONE:	Industrial:	\$5,323,000
	Developer:	\$546,000
	Residential:	\$415,000

TOTAL ARTERIAL COSTS:	Industrial:	\$7,420,000
	Developer:	\$3,976,000
	Residential:	\$4,600,000

Fee Basis:

Off-site cost participation consists of the elements shown for signalization and industrial contribution. The roadway costs include center two lanes, 24' of paving and median, plus 40' of right-of-way.

Industrial Arterial by ECU:

Northern Benefit Zone:

I-1	Interland	76.42 acres	382 ecu
I-2	Mark III	142.13 acres	711 ecu
I-3	Pombo	74.20 acres	361 ecu

292.84 acres 1,464 ecu

Arterial Improvements: $\$2,097,000/1,464 \text{ ecu} = \$1,432/\text{ecu}$

Southern Benefit Zone:

I-4	Murphy	10.00 acres	50 ecu
I-5	Murphy	10.00 acres	50 ecu
I-6	Cose	34.09 acres	170 ecu
I-7	Union Pacific	238.92 acres	1,195 ecu
I-8	Teichert	99.04 acres	375 ecu

392.05 acres 1,840 ecu

Arterial Improvements: $\$5,323,000/1,840 \text{ ecu} = \$2,893/\text{ecu}$

STORM DRAINAGE

Northern Benefit Area:

Sugar Cut Drainage Area (existing acreage fee of \$3,998/acre), which is located north of Schulte Road has the following costs for industrial development.

Improvements:

Third Street to Eleventh Street:

Residential Specific Plan Costs:	R/W in Year 1	\$62,000
	Channel Year 2	\$553,000

Schulte Road to Third Street:

Pipe from existing Almondwood retention basin to Third Street at a cost of \$224,000. Year 5 of Residential Specific Plan provides oversize funding. Balance of amount is paid by contributing owners.

Eleventh Street to Sugar Cut:

Total Industrial Storm Drainage Improvement Costs: \$5,660,000

On-Site Developer Costs:

Pombo	\$1,037,000
Mark III	\$1,037,000
Interland	\$1,174,000

Off-Site Costs Paid by Industrial Specific Plan Infrastructure and Financing Program \$2,412,000

Total Acreage in benefit area = 292.84 acres

Total ECU's in benefit area = 1464 ecu

$\$2,412,000 / 1,464 \text{ ecu} = \$1,648/\text{ecu}$

Southern Benefit Area:

Parcels in the Southern Benefit Area will contribute a drainage fee of \$3,335 per acre that will be applied to the cost of constructing improvements in the Corral Hollow Drainage Area.

Terms:

Industrial developer is required to build on-site improvements and terminal off-sites that are required for storm drainage system.

Developer pays the acreage fee at the time of subdivision and is reimbursed for off-site improvements up to the amount of fee paid. A benefit district is established for the balance of the off-site costs.

5.2.2.2 Infrastructure Phasing

The phasing of infrastructure is an integral part of making implementation of the Specific Plan economically feasible. Because the assessed value of the Industrial Areas Specific Plan land is expected to increase slowly, it is necessary to phase infrastructure gradually. The exception to this is the water system which will be paid for through a separate assessment district, which may proceed very rapidly.

Storm drainage costs are deferred by the use of interim ponds built and paid for by the individual developers on their sites. The sewer system will be deferred until latter years. A premise of the infrastructure phasing plan is that if a developer wishes to construct an infrastructure item, ahead of the schedule established by the City, then he may do so at his own cost to be reimbursed at the time that the City had scheduled to construct that infrastructure item.

The infrastructure phasing program is shown in Table 5.1.

5.3 Implementation Checklist

The following is a recommended checklist of actions that the City should complete to ensure adequate implementation of the Industrial Specific Plan.

- (a) Establish a citywide Design Review Board
- (b) Amend Zoning Ordinance to comply with Industrial Specific Plan requirements.
- (c) Amend Municipal Code to revise permit processing procedures to comply with Industrial Specific Plan.
- (d) Prepare detailed storm drainage plans.
- (e) Implement Financing Plan.
- (f) Adopt revised criteria for the disposing or trading of excess sewage capacity (ECU's) within the Industrial Specific Plan area.
- (g) Adopt updated Master Storm Drainage Plan and Water System Facilities Plan reflecting recent changes.
- (h) Establish an "integrated finance distribution" feature to require properties outside the Industrial Specific Plan area to contribute to project features from which they benefit.
- (i) Amend the City's permitting procedure to require Employee/Acre Standards review at the time an Occupancy Permit is applied for and with any change in occupancy.
- (j) Review traffic study at 50 percent build-out.

Table 5.1

**Industrial Areas Specific Plan
Infrastructure Phasing Plan**

Phase	Project	Amount (in \$ millions)
<u>Phase 1: 50% Build-out</u>		
Year 1	No Work Planned-	
Year 2	Signalize Eleventh St. at MacArthur Drive	\$0.188
Year 3	No Work Planned-	
Year 4	No Work Planned-	
Year 5	No Work Planned-	
Year 6	Construct Storm Drainage Facilities Along MacArthur Drive	\$2.412
Year 7	Improve Tracy Blvd. from Valpico Road Drive to Linne Road	\$1.670
Year 8	Improve and Extend Valpico Road from Tracy Boulevard to MacArthur Drive; Improve MacArthur Drive from Valpico Road to Schulte Road; Improve Linne Road from Corral Hollow Road to Tracy Boulevard; Signalize remaining inter-sections	\$5.562
<u>Phase 2: 75% Build-out</u>		
▪	Widen MacArthur Drive to 6 lanes	
<u>Phase 3: 100% Build-out</u>		
▪	Improve I-205 Interchange	

* Dates to be determined.

- (k) Revise the range of permitted land uses and the density coverage limits of Article 27 of the Tracy Municipal Code, Airport Overlay Zones, to be consistent with this specific plan.
- (l) Add the provisions of the General Industrial Design Overlay Zone to the Tracy Municipal Code.
- (m) Establish a uniform requirement defining the on-site hazardous waste reconnaissance required under Section 4.1.2.2.
- (o) Revise the subdivision ordinance to consider deleting the Planning Commission review of Final Subdivision Maps.
- (p) Adopt a policy committing the City to accelerating the effort to find new alternative sites for solid waste disposal.
- (q) Adopt a Reclamation Ordinance which establishes standards and procedures for reclamation of mining and quarrying operations.

U.C. BERKELEY LIBRARIES



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ACCOPRESS®

25970	YELLOW
25971	BLACK
25972	LIGHT BLUE
25973	DARK BLUE
25974	LIGHT GRAY
25975	LIGHT GREEN
25976	DARK GREEN
25977	TANGERINE
25978	RED
25979	EXECUTIVE RED

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